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124. Mrs. D.M. Kavanagh, nurse.
125. Major K.O. Ljungkvist,
126. Mr. L.L. Ely, U.S. Naval Attache, Pretoria.

(1)

Flying Officer Gerald Craxford, 4017, Pilot, Royal Rhodesian Air Force states:

On Monday 18th September at approximately 1240B I was warned for an air search of an area South of Mufulira in a Provost aircraft of the R.R.A.F.

I took off at about 1250B with Flight Lieutenant Pink as observer and started my search some ten minutes later.

At about 1445B I was instructed by the R.R.A.F. Control Ndola to commence searching on a bearing of 318° from Ndola Airport, which was the alleged bearing of a flash the previous night. I started my search in 'creeping line ahead' slowly advancing to the West, and starting at the Mufulira Road. The Luanshya road was my Southern boundary and the junction of the Mufulira Road and railway to Kitwe was my Northern boundary.

On my 4th leg I noticed a glint below me and saw a small burnt area. This was at about 1510B. I descended to inspect the area, from my search altitude of some 5000 ft A.M.S.L. The crash area appeared to be small; trees were burnt; the crash had a fresh appearance and I saw two engines and a horizontal stabilizer and presumed it was a medium to large airliner. The wreckage was smoking.

I climbed up and reported my find to Ndola R.R.A.F. control. I was told that a DC3 No. 8866 would come to the position and I directed him in by radio on 118.1 Mc. We both circled the area and I was advised that a ground search party was on the way to the scene. I returned to Ndola and landed at 1525B.

My briefing for this sortie consisted of my being told that an aircraft was missing and my being allotted an area to search. I assumed that the aircraft I was looking

/for ...

for would be Mr. Hammarskjold's and that it was a large one. I have carried out air search procedure before on an actual search using 'creeping line ahead' technique.

Signed. G. Craxford.

Flying Officer

Mr. Arundel Campbell Martin, Air Traffic Control Officer of Ndola Airport states:-

I came on duty at 1935B on Sunday, 17th September and was alone in the control tower, as is normal, during my duty.

Sometime after coming on duty, the A.F.T.N. operator told me on inter-comm that he had intercepted a message from SEBDY that he was estimating Ndola at 2235Z. This message was later passed to me from Salisbury F.I.C. I had no flight plan or previous knowledge of this aircraft's intention to land at Ndola.

At about 2132Z, Salisbury F.I.C. transferred control of SEBDY to me. SEBDY called me on 119.1 Mc which is my approach frequency, at 2135Z and subsequent communications were as follows:-

2135Z SEBDY "Estimate abeam ND at 47, ND at 20."
 NDOLA "Roger, confirm ETA ND in 20 minutes, or at 2220."
 SEBDY "2220"
 2137Z NDOLA "Roger. Ndola weather. Wind 120/7 knots. Visibility 5 to 10 miles with slight smoke haze. Control QNH 1021 mb, QFE 877 mb. Duty R/W 10. At what time do you wish to make your descent ?"
 2138Z SEBDY "Roger on your weather request descent clearance at 57".
 NDOLA "Roger, no traffic in the area, at 57 clear to descend to 6,000 feet on QNH. Report top of descent."
 SEBDY "Roger".
 2142Z NDOLA "Are you proceeding Salisbury after landing Ndola?"
 SEBDY "Negative".

2143Z NDOLA "Roger, are you night stopping Ndola?"
 SEBDY "Negative"
 2144Z NDOLA "Due parking difficulties, would like
 your intentions".
 SEBDY "Will give them on the ground."
 NDOLA "Roger."
 2147Z SEBDY "Now abeam ND" (AD 200-QDM 279°)
 NDOLA "Roger, report top of descent."
 SEBDY "Roger".
 2153Z NDOLA "Will you require refuelling at Ndola?"
 SEBDY "Standby".
 2154Z SEBDY "May require a little".
 NDOLA "Roger."
 2210Z SEBDY "Your lights in sight overhead Ndola,
 descending, confirm QNH." (AD 200-317°)
 NDOLA "Roger, QNH 1021 mb , report reaching
 6,000 feet."
 SEBDY "Roger 1021".

The 2135, 2147, and 2210 times are accurate, the remainder are approximations.

The aircraft was visually seen overhead the field proceeding WNW at an estimated height of plus 10,000 feet by R.R.A.F. personnel, who were attending to a DC4, registration OORIC. This information was given to me by 3 R.R.A.F. personnel who came up to the tower.

At 2225Z I gave OORIC taxi instructions as follows:-
"Wind 110/5 knots. Clear to the holding position runway 10.
 Control QNH 1021 mb QFE 877 mb ."

At 2230Z OORIC had completed his power check and asked for take-off clearance. I instructed him to hold his position, as SEBDY was descending to 6,000 feet and I had been unable to contact him for the last 20 minutes. OORIC took-off at his own discretion at 2235Z as there was no visual sign

of/...

of DC6/SEBDY.

OORIC was instructed, "Right turn out, report on track Salisbury." I had the anti-collision lights of this aircraft in sight for approximately 3 to 4 minutes.

Numerous calls were made to SEBDY on 119.1 Mc and 118.1 Mc with no results. OORIC offered to try to contact SEBDY with my approval, but was unable to do so.

At about 2242Z I contacted Salisbury F.I.C. direct by voice radio (R/T) and told them that OORIC was bound for Salisbury. Ndola area boundary 2253Z. SEBDY overhead at 2210Z, no further contact. Salisbury acknowledged.

Very soon after this Mr. Williams, Airport Manager Ndola, telephoned to ask if there was anything further on SEBDY. I said, "No, SEBDY reported overhead at 2210Z and I have had no further contact in spite of repeated calls". We discussed possible reasons for SEBDY not answering, among them being my conjecture that he could be working on another channel, possibly to Leopoldville or Elizabethville on diplomatic work.

I was not unduly worried, as this aircraft had passed overhead and had seen Ndola airfield lights. I was firmly convinced that he should have been all right after having the airfield lights in view.

I called up Lusaka and told them that SEBDY had been overhead and that I had lost contact with him. Lusaka had no news of the aircraft for me.

About 2315Z I telephoned the Ndola police information room and asked them if there had been any reported crashes or explosions in the area but none had been reported.

At 2342Z I originated signal ZC4I to F.I.C. Salisbury which was on "INCERFA" or uncertainty signal and stated that

/SEBDY...

SEBDY had reported overhead Ndola at 2210Z and that no further communications received. I also originated signal ZC40 to F.I.C. Salisbury, Leopoldville tower and F.I.C. and to Lusaka tower. This signal requested any news of SEBDY.

F.I.C. Salisbury and Lusaka tower signalled nil news, but Leopoldville tower and F.I.C. did not reply.

I left the runway and approach lights on at maximum brilliance until 0100Z and at 0115Z I closed down and went off duty as authorised by Salisbury.

All Nav aids, communication equipments and airfield lighting were fully serviceable during my period of duty. A crew member of DC4/OORIC which had landed that night, filed his outbound flight plan personally and there were no comments of any kind.

During normal hours a weather report is received from the Meteorological Office every hour on the hour. This includes a QFE and QNH which I check against the 2 altimeters in my console. I also record them in Chinagraph on the glass top of this console table. On the night in question the last report from Met was at 1900Z and the QNH was 1019.9 mb (30.12 ins). The Met Officer also told me that there was no significant alteration expected in the weather and my figure of 1021 mb which I passed to SEBDY was obtained from the altimeter in my control console.

I determine the visibility at night by the brilliance of the lights on the cobalt plant which is approximately 1 1/4 miles south of the tower, and by the town lights which are about 2 miles to the north. During the year and a half I have been here I have frequently checked my observations against the official Met reports and have become conversant with the various visibility ranges.

On the night in question, the Met report at 1900Z gave 5 miles visibility and by observation before passing this visibility to SEBDY, showed a slight increase of /intensity...

intensity of the cobalt plant and town lights so that I knew the visibility to be at least 5 plus miles.

Signed. A.C. Martin.
Air Control Traffic Officer.

Question. Have you ever measured the actual distance of the cobalt plant chimney obstruction lights from the tower?

Answer. No.

Question. If you knew the exact distance to be significantly more than $1\frac{1}{4}$ miles, would it make any difference to your estimate of visibility at night?

Answer. No, because I go on the intensity of the lights.

Question. Are there distance charts for various prominent landmarks and lights displayed in the tower as a guide to estimating visibility?

Answer. No, but we have a 1:50,000 map of the Ndola area.

Question. What are your qualifications for and experience as an air traffic control officer?

Answer. I hold licence No. 59. issued by the Federal Department of Civil Aviation on 31st March, 1960, and it is endorsed for approach control, tower control and I have a Meteorological Observer's rating and these will remain valid until my medical examination due 16th November, 1961.

Question. As a licenced A.T. controller, how long have you worked in Ndola Tower, and what other places have you worked if any?

Answer. I have worked in the Ndola Tower since April, 1960 except for a 3 weeks period at Kariba tower.

Question. Have you ever previously been associated with a situation requiring the sending of an "Incerfa", an "Alerfa" or "Detresfa" message?

Answer No.

/Question Are there ...

Question. Are there any written instructions regarding the keeping of an Air Traffic Control Log?

Answer. No, but I now hand you the log up to the morning of 19th September.

Question. What items are normally entered in the log?

Answer. Times on and off duty. Times of runway inspections, lighting inspections, local and/or temporary orders, unserviceabilities of any facilities and action taken; any undue incident.

Question. Are any written details kept of radio communications?

Answer. No, unless requested to pass a message on to someone. However, we do keep flight progress strips for three months, and these contain flight progress information, and I now produce three which concern OORIC and SEBDY on the night in question.

Signed. A.C. Martin.

Air Control Traffic Officer.

REPORT OF ACCIDENT TO U.N.O. DC 6 SEBDY.

On the night of the 17th September, 1961, I was Duty Air Traffic Control Officer at Ndola Airport. First radio contact with SEBDY was at 2135 Z and subsequent communications were as follows.-----

2135 NDOLA/SEBDY Estimate abeam ND at 47, ND at 20.
SEBDY/NDOLA Roger confirm ETA ND in 20 mins., or at 2220.
NDOLA/SEBDY 2200.

2137 SEBDY/NDOLA Roger. Ndola weather wind 120/7 K.
Visibility 5 to 10 miles with slight smoke
haze Control QNH 1021 mb QFE 877 mb duty
R/W 10. At what time do you wish to make
your descent?

2138 NDOLA/SEBDY Roger on your weather, request descent
clearance at 57.
SEBDY/NDOLA Roger no traffic in area, at 57 clear to
descend to 6000 feet on QNH report top of
descent.
NDOLA/SEBDY Roger.
2142 SEBDY/NDOLA Are you proceeding Salisbury after landing
Ndola?
NDOLA/SEBDY Negative.

2143 SEBDY/NDOLA Roger are you night stopping Ndola?
NDOLA/SEBDY Negative.

2144 SEBDY/NDOLA Due parking difficulties would like your
intentions.
NDOLA/SEBDY Will give them on the ground.
SEBDY/NDOLA Roger.

2147 NDOLA/SEBDY Now abeam ND (AD200 QDM 279 degrees).
SEBDY/NDOLA Roger report top of descent.
NDOLA/SEBDY Roger.

2153 SEBDY/NDOLA Will you require refuelling at Ndola?
NDOLA/SEBDY Standby.

2154 NDOLA/SEBDY May require a little.
SEBDY/NDOLA Roger.

2210 NDOLA/SEBDY Your lights in sight overhead Ndola descending,
confirm QNH (AD200 317 degrees).
SEBDY/NDOLA Roger QNH 1021 mb report reaching 6000 feet.
NDOLA/SEBDY Roger 1021.

The aircraft was visually seen overhead the field
proceeding WNW at an estimated height of plus 10,000
feet by RRAF personnel, who were attending to a DC-4
registration OORIC. This aircraft was given taxi
instructions

2225 WIND 110/5 K.
Clear to the holding position RW 10.
Control QNH 1021 mb QFE 877 mb .

2230

OORIC completed his power check and asked for Take off Clearance. Instructed to hold position, as SEBDY was descending to 6000 feet and I had been unable to contact him for the last 20 minutes.

OORIC requested take-off at his own discretion.

2235

No visual sign of DC-6 SEBDY so I allowed OORIC to ~~take-off, right turn out, report on track Salisbury.~~ I had the anti-collision lights of this aircraft in sight for approximately 3/4 minutes.

Numerous calls made to SEBDY on 119.1 Mc, and 118.1 Mc, with no results. OORIC offered to try to contact SEBDY, with my approval, but was unable to do so.

Contacted police to ascertain any crashes reported in the area and commenced overdue action.

Signed. A.C. MARTIN.

AIR TRAFFIC CONTROL OFFICER.

19th September, 1961.

Lars-Eric Starck, Captain of Transair, Sweden states:-

I am a captain of Transair and have been stationed in the Congo for 3 months. I have a captain's rating on DC6 aircraft and I have flown once into Ndola as captain of a C46 in June 1961.

On that occasion I flew from the Congo over Elizabethville and arrived at Ndola roughly one hour after dawn. I carried out a complete instrument let-down according to the Jefferson charts, as I had not been to Ndola before and it was somewhat hazy.

It is normal practise for Captains of Transair to carry out full instrument let-down procedures on airfields with which they are not familiar. I would also like to refer you to our Flight Operations Manuel where it lays down that the applicable landing minima shall be increased by 300 feet and 1 kilometre if the pilot has no previous experience and good knowledge of the airport.

On my approach and landing at Ndola I had no difficulty in any way and found the tower facilities and personnel to be very satisfactory.

On Sunday 17th September I was at N'djili Airport, Leopoldville, and I talked to Captain Hallonquist, Captain of SEBDY at about midday. He appeared rested and in normal health in every way and he was a little annoyed that Hammarskjold was going to make his flight in another aircraft, because SEBDY had suffered minor bullet damage the previous night, probably at Elizabethville, and was undergoing repair.

I walked over to SEBDY to have a look at it, and was shown damage which consisted of one single bullet hole through the lower cowling of No.2 engine. This bullet had apparently penetrated an exhaust pipe.

It would appear that the repairs were completed in time for SEBDY to be used for the flight to Ndola. /It...

It is normal practise to set all altimeters to QNH in Transair aircraft, and in fact it is standard drill for all of our captains to give a pre-landing briefing to the co-pilot, comprised of various instructions to check beacons and markers outbound and inbound, check deviation from approach line, check minima plus 50 feet, check minima, check timing, check field in sight or approach lights. This pre-landing procedure is strictly insisted on by our instructors at periodic refresher training.

I knew the 3 pilots and the flight engineer of SEBDY and had done for some 3 years. They were experienced in civil transport operations and on the DC6 aircraft, and they had flown in the Congo for some six weeks and had apparently not experienced any difficulties. I would describe the crew as conscientious and serious at work. They were all married men.

Signed. L.E. Starck.

Captain.

Senior Technician Kenneth Hugh Hammond, 5082 R.R.A.F. Instrument Aircraft Fitter states:-

I was in charge of the R.R.A.F. duty crew at Ndola Airport on Sunday night, 17th September, and I was instructed by my Ops. room to handle 2 aircraft coming in to Ndola that night.

We saw in a DC4, marked inside the door B.I.A.S., with Lord Lansdowne on board. The crew told me that they would be on the ground for approximately 1½ hours.

The R.R.A.F. Duty Officer told me that another aircraft was expected but that its E.T.A. was unknown.

I remained near the DC4 talking to its crew and we were told to move it away from the refuelling point on to the natural taxi way, to leave room for an expected DC6. Just after midnight the DC4 crew were warned to get ready to depart and we pushed the steps into position.

At approximately 10 past midnight I heard an aircraft and looked up in the direction of the sound and saw a red light coming over. I do not think the red light was flashing. The aircraft seemed to fly right up the runway just a little south of where I was standing. I watched the red light for as long as I could see it, which was approximately some 2 minutes from the time I first saw it approaching. As I was expecting a DC6, I assumed this was it, because it sounded to me like a big multi-piston-engined aircraft.

It was heading West and it seemed to be travelling at cruising speed and there was no irregular noise from the engines. I was expecting the aircraft to make a circuit to lose height as I thought it was about 10,000 feet above the ground. I didn't see him make a turn before I lost contact with the light.

The DC4 had by this time moved to the runway /loop ...

loop prior to take off, and I walked to the A.T.C. tower to ask the controller if that was the aircraft we were expecting.

The controller said it was the aircraft from Leopoldville to Ndola that we were expecting. At that time he was talking to the DC4 pilot and told him there was an aircraft in the vicinity.

The controller gave me permission to stay in the tower and watch him operate. He was busy with the DC4 and with telephone messages. He kept trying to contact the DC6 to get its position. He could not regain contact and told the DC4 pilot, who took off on his own discretion.

I stayed in the tower for over an hour and the controller was having trouble with radio communication with Salisbury and he asked for Lusaka to pass messages. He became worried and continued to call the DC6 and to make various telephone calls.

I said to him that it looked as if the aircraft had gone elsewhere. The controller put out an overdue signal while I was there. I went downstairs to get instructions from my Duty Officer, Flt. Lt. Fidlin. The Duty crew retired fully dressed to await further instructions.

It was a clear night with good visibility.

While I was in the tower I noticed that as time went on the controller became more and more worried and that he referred to two or three manuals.

Signed. K.H. Hammond, S/T.

Colonel Ben M. Matlick U.S.A.F. states:

I am the United States Air Attache at the American Embassy, Leopoldville. I was at Elisabethville Airport on Saturday night 16th September and whilst sleeping in my aircraft I heard a multi-engined aircraft land and reverse engines at about 3 or 4 a.m. local time (B) early Sunday morning 17th, September.

I heard a multi engined aircraft take-off just before light i.e. approximately 0500 local. Throughout that night I had heard intermittent mortar, automatic weapon, and light arms fire to the West of Elizabethville Airport. I believe landing and take-off direction was to the West.

At sun-up, approximately 6 a.m. local time, the U.N. Air Operations Officer told me that Force Commander General MacKeown, had arrived earlier in his DC6 and that the DC6 had returned to Leopoldville before sun-up to avoid attack by the Katanga Fighter. He further said that the aircraft was to return the following night (Sunday) to pick up the General and his party. Although personnel at Elizabethville Airport expected an aircraft to return to pick up the General it did not. The airport normal power supply had been off since the previous Friday and water had been discovered in the oil supply for the emergency power system. The U.N. personnel laid out an emergency flare path in anticipation of General MacKeown's aircraft arrival.

At about 0915 local time on Monday 18th September, I received radio instructions to fly to Ndola and assume command of United States Air Force aircraft which were at Ndola or being despatched to there. These would be two DC3's, my own DC3 and two C54 air rescue aircraft being despatched from Kano and Wheelus. I was instructed in the air to assume command of 4 U.N. DC4's which were being despatched to Ndola as well. I requested from Leopoldville the flight plan of

the ...

the missing DC6 and souls on board. They were unable to give me this information.

Whilst over Mufulira at about noon, local time, Leopoldville told me that the crash had been reported by a policeman to be 40 kilometres North-West of Ndola. I made one circle just South of Mufulira over a fire and saw a Canberra circling so I proceeded to Ndola to organise the U.N. and American search activities.

I arrived at approximately 1215 p.m. and was met by Col. Gaylor, U.S. Air Attache, Pretoria, who said he had requested permission to fly search and the civil tower operator asked him not to because of other air traffic. We went to the R.R.A.F. operations room and observed that R.R.A.F. aircraft were conducting a search.

I enquired who was in charge of the search and was told by Group Captain Wilson that a civilian search director would be appointed from Salisbury. I was told that U.N. and U.S.A.F. aircraft would not be allowed to search over Northern Rhodesian territory so I requested that a corridor be established so that aircraft under my control could fly to the Katanga border and search over Katanga. This was agreed.

Mr. Williams, Ndola Airport Manager, later told me that he had been appointed 'search director' and we convened in his office. Various conflicting reports came in and about 3.15 p.m. local time R.R.A.F. Provost 150 reported what appeared to be wreckage of a DC3 smouldering 6 or 7 miles WNW of Ndola. The search director then asked if Col. Gaylor, who was on standby, could proceed to the reported crash to attempt to identify it. He did so and when over the wreckage he reported that its position was on a 122° Magnetic QDM to Ndola NDB but he could not definitely identify the crashed aircraft as a DC6.

I overheard Mr. Williams arranging with the police for a ground party to go to the scene of the crash. I asked to be included in the first car from the airport, but when I learned that a car had left without me I requested transport from the R.R.A.F. and this was provided.

I arrived at the crash position at about 16.15 local, identified myself to Mr. Carey C.I.D., and he requested that we three Americans should not take photographs and that we must stay outside the fenced off area. I was then standing by Mr. Hammarskjold's body which had been positively identified by the police as an identity tag had been found.

I returned to Ndola Airport with one assistant and a C.I.D. Officer in his car, and reported by radio to the American Embassy in Leopoldville at 1700 local the above events.

My assistant, Major Harris, went to the hospital in the C.I.D. car and ascertained that the one survivor was Julian, an American, and that his injuries were a fractured leg, a possible skull fracture and thirty per cent burns. I passed this to Leopoldville by radio. I should add to the above, that all of my radio contacts with Leopoldville, were with a United States Air Force radio station, owned and operated by American personnel, normally for American military aircraft only. This radio station is physically separated approximately one mile from the civil Leopoldville Flight Information Centre and the telephone service between the two facilities is generally of a very low standard.

In response to a question, I can state that in over a year's flying in the Congo, Flight Information Services have been totally inadequate except in those areas where U.N./I.C.A.O. personnel are or have been available. To my knowledge the

/crashed ...

crashed DC6b flight plan has still (22nd September) not
arrived at Ndola and I have only today received from
Leopoldville a list of people reported to be on board. This
delay does not surprise me in view of my previous experiences
in the Congo.

Signed. Col. Ben M. Matlick.

Col. U.S.A.F.

Question 1: During the last flight of the DC6/SEBDY, from
Leopoldville to Ndola, did you or your crew
have radio contact with it?

Answer 1: No. We did not even operate a communications
radio during the time of the flight.

Signed. Col. Ben M. Matlick.

Col. U.S.A.F.

Jeki Mubanga, a charcoal burner of Plot 39 Twapia African Township, Ndola, states:-

On Monday 18th September I cycled to my work at about seven o'clock. After working and having a meal I left my place of work with my president and with Alek London. We were on bicycles and the president was in front, I was next and Alek was following me. We were returning to Twapia and we travelled until about half past two.

Alek then saw the airplane and stopped and pointed out where it was lying. It was smoking and we left our bicycles against trees and went towards it. We did not go too near as we did not know what would happen. We stopped there for about ten minutes and then went to our bicycles and decided to go to the Forest Department Office. We only found an office boy there. The officer was not there.

The office boy said he had been told the airplane was missing. We asked for the Bwana but he was at Mufulira. We told him to phone the District Commissioner who asked the time we found the plane. We told him it was about half past two.

The District Commissioner told us to wait there until the police arrived and we did so. I got into the first car with the police and directed them to the crash. My president waited at the Forestry Department office for more transport.

We arrived at the crash first and I saw the police with one man who was still alive, and we found a dead body which was not burned.

I was told to get some water. I stopped there until more cars arrived.

Signed. Jeki Mubanga.

Charcoal Burner

Flight Lieutenant William John Fidlin, 4040 Navigator,
R.R.A.F. states :-

I was duty R.R.A.F. Operations Officer from 1930B on Sunday, 17th September to 0730B on Monday, 18th September in the R.R.A.F. Operations Room in the Ndola airport building. This room is connected directly by means of office intercommunication equipment to the control tower, among other places.

Early in my duty the civil controller informed me that a DC4 aircraft was expected to land at Ndola at 2235B and that a DC6 was also expected to land later.

DC 6?
Has
wrote
mean
det?

The DC4 landed approximately on E.T.A. and the controller informed me that a DC6 was expected at 0035B, 18th September. The DC4 started engines at about 0010B and I believe it was held on the ground for quite a while because of another aircraft which had passed overhead, and been cleared to 6000 feet and had subsequently lost radio contact. The DC4 finally took off at approximately 0035B with, I learned later, Lord Lansdowne on board.

At about 0040, Sen./Tec. HAMMOND, N.C.O. in charge of R.R.A.F. Duty Crew, came in and said he had seen an aircraft pass overhead at height. The R.R.A.F. duty crew had been requested to ground handle the DC4 and DC6. Earlier I checked with the civil controller by inter-comm. for the latest Estimated Time of Arrival (E.T.A.) of the DC6. He said it had passed overhead and that he had cleared it to 6,000 ft. The aircraft did not arrive.

I went up to the tower at about 0145B, leaving a senior N.C.O. in my place of duty, to enquire about the non-arrival of the DC6, and I learnt that the tower had lost contact with it after clearing it to 6,000 ft. The controller was under the impression that the aircraft had been in contact with Leopoldville and had been diverted elsewhere. He gave no reasons for this impression. The controller was alone in the tower when I visited him.

/At ...

At about this time I passed information on the DC4 and non-arrival of the DC6 to Salisbury R.R.A.F. Operations room.

I would like to register the fact that I had the utmost difficulty obtaining information at Ndola as to the identity of passengers on these two aircraft. I was aware that Mr. Hammarskjold was expected to visit Ndola and that Lord Lansdowne would also be coming. I knew that Lord Alport was at Ndola.

I reported the occurrences of the night to my detachment commander, Sqn.Ldr. John Mussell, when he came in at about 0700B. At about 0730B I went up to the control tower and I saw an entry in the controller's log concerning clearance of the DC6 to 6,000 ft.

Up to 0700 hrs. B, when Sqn, Ldr. Mussell arrived, no search action had been called for from the R.R.A.F. detachment at Ndola.

I now produce photographs of the crash area which were taken by me on the morning of 22nd September.

Signed.

W.J. Fidler,
Flt./Lt. R.R.A.F.

Douglas Alexander Clarke, Fitter at Ndola Power Station states:-

On Sunday 17th September I was detailed for duty as security guard at Ishiku Lake. I was on guard with another man, called Mr. Torr, from 1900B. At about 2300B we took mattresses and blankets out on to the balcony to sleep. This balcony is about 20 feet above the ground and faces roughly West-South-West.

At midnight Mr. Torr reported to the main waterworks that all was well. Shortly after midnight I was laying awake and I heard an aircraft, and then I saw one steady red light moving across the sky, very approximately from East to West. From the engine noise I thought it was a big piston engined aircraft.

I got up and moved to the balcony rail to follow the aircraft. The balcony has no roof. I watched the red light for some time up to 2 minutes, and then all of a sudden it appeared to go out. At the same time there was a complete cut-off of engine noise.

I had been watching the light moving from my left to my right, and it had appeared to be flying at a constant height which was consistent with it preparing to land at Ndola. Some 30 seconds after the cut-off of the light and engine noise I saw a light-red glow some distance to the right of where I last saw the aircraft light. I would say the glow originated on the ground, and it was similar to an industrial glow such as that from the pulling of a furnace. I did not hear any explosion.

I did not see the aircraft itself, just the steady red light and there were no other lights showing from it. I did not see or hear any other aircraft around that time.

/The ...

The glow was in the direction of 280° M from
where I was standing.

I heard the 1 o'clock news at home on Monday 18th
September and the announcement that Hammarskjold's plane
was missing, and that a crash had been reported in the
Mifulira area. So I reported what I had seen to the police
and then to the R.R.A.F. at the airport.

Signed. D.A. Clarke.

Fitter

Flying Officer Basil James Green, 4009 R.R.A.F. Pilot states:-

On the night of Sunday, 17th September I was in the Ndola Flying- Club House, which is about 150 yards North-West of the Air Traffic Control building, between the hours of 2330B and 0100B 18th September.

I was talking to a friend and was facing the main door, which was open, when I saw a flash which appeared to be the edge of an explosion and I thought it was someone blasting.

At about 1000B hours on Monday morning, after I had heard that an aircraft was missing, and suspected crashed, I told Flight Lieutenant W. Saunders what I had seen the night before.

Sqn. Ldr. J. Mussell instructed me to try and establish a bearing of the flash and I did so. It was 317° True from the Ndola A.T.C. Building.

Signed. B.J. Green
Flying Officer.

FARIE MAZIBISA, President of the Charcoal Burners' Association, of Chifubu Location, Ndola, states:-

On Monday, 18th September at about 6.30 a.m. I left my house and cycled to the charcoal burning compound in Ndola West Forest Reserve. I worked there until 12 noon and then I switched on my portable radio and heard a summary of the F.B.C. news. The news included a statement about a missing airplane.

I finished my work at about 2 o'clock in the afternoon and cycled with my secretary and one member along the new road. My secretary's name is London.

At about 2.30 p.m. we saw flame and fire on the right hand side of the "new road". We became excited but did not go too near, as we were afraid to. We decided to go to the Dola Hill Forest Station to tell our District Forest Officer. We cycled there but the officer was in Kitwe so we told the African telephone attendant. He telephoned to the District Commissioner and then gave me the telephone. I told him, "I am fulfilling my mission work. I have found the crash of the plane in the bush." I told him that I had stayed 100 yards from the place and I did not know if there were people still alive. I only saw some flames burning. I told him the crash was aside the "new road" which I had cycled on from work.

He told me to stay on the telephone and I heard a new voice which said it was at the airport. I was asked what I had seen and replied, "I have seen the crash of the plane in the bush". I was then asked how big was it and replied that I only saw the flames and fire burning on a big pile of wreckage. I told him further that I did not go near.

I was asked if I could give directions for an airplane to find the crash and I did so. Then I

was connected on the telephone to the police, who asked me who was speaking. I told them and also answered their question where the crash was.

After a few minutes the police came in a Landrover and a car. One of our members went in the Landrover and I went in the car which arrived at the crash first. I saw the police try and help the one man who was breathing. All the rest appeared to be dead.

I continued to help the police by guiding their vehicles to the crash until ten thirty at night.

Signed, Farie K. Mazibisa

Eliman Alick London Nkonfela, Charcoal burner, Secretary of the Charcoal Burners' Association who lives at Plot 519 of Twapia African Township states:-

I was not present when the aircraft crashed. I only saw it after. On Monday morning 18th September, I went for a meal with President Mazibisa and we then returned to work our separate sides of the compound.

At about 2 o'clock in the afternoon we decided to return to our homes at Twapia Township. I went behind two of my friends. We cycled and walked along the new road for some distance.

On our way I saw some smoke and some zinc. I called my friends and we went nearer to the airplane but not too near. We were frightened and could not stop there for long. We decided to go and tell the Forest Department Officer. We cycled quickly to his office but he was not there.

The president telephoned the District Officer and reported our finding of the aircraft and we were instructed to wait for the police. We all went in different cars to the crash. I directed the District Officer to the place.

One person was found alive and taken to the ambulance. We formed a fence with branches. After this I helped the police until 6 o'clock.

Signed. Eliman Alick London Nkonfela
Charcoal Burner.

Squadron Leader John Mussell No. 0100 R.R.A.F.,

Officer Commanding No. 1 Squadron R.R.A.F. states:-

I was Officer Commanding R.R.A.F. detachment Ndola during Sunday, 17th September and Monday 18th September.

I now produce a copy of my report to my headquarters in Salisbury, concerning the events connected with the crashed D.C.6. This report was compiled on the evening of Monday 18th September, when the events were still fresh in my memory.

Signed J. Mussell Sqn-Ldr.

REPORT BY OFFICER COMMANDING RRAF NDOLA
DETACHMENT.

EVENTS LEADING UP TO THE DISCOVERY OF THE WRECKAGE
OF THE DC 6 SEBDY 18th SEPTEMBER, 1961.

All times BRAVO.
172240

Duty Operations Officer, RRAF Operations Room, Ndola Airport, Flt. Lt. J. Fidlin was advised by the Duty Controller Ndola Airport Mr. A. Martin, that a United Nations DC 6 was estimating to arrive from Leopoldville 180035. Mr. Dag Hammerskjold was on this aircraft. Flt. Lt. Fidlin also reported that the N.C.O. in charge of the RRAF Duty Crew, Senior Technician Hammond, had seen the aircraft passing over the airfield at height at approx. 0015 hours. His earlier verbal report which was written down at 181800 is as follows:-

He saw an aircraft overfly the airfield judged at 12,000 feet to 14,000 feet at the same time as the Duty Crew was seeing off the DC 4 (passenger Lord Lansdowne). The time was not noted. The former aircraft was flying on a line parallel to the runway in a Westerly direction and he watched it until its lights disappeared. It appeared to be flying at a constant height.

Over track?

After the DC 4 departed and the aircraft he had seen in the air had not landed as soon as expected he went up to the Control Tower to check the ETA. He remained in the Tower. After approx. 1 hour 30 minutes the Controller said that the aircraft was overdue and he saw the Controller submit an overdue signal. Snr. Tech. Hammond advised Flt. Lt. Fidlin that an overdue signal had been sent and then went off duty.

0700

Sqn. Ldr. J. Mussell arrived in the RRAF Ndola Operations Room. Flt. Lt. Fidlin reported that Mr. Hammerskjold had not arrived as expected. A report written earlier by Flt. Lt. Fidlin reads as follows:-

"U.N. DC 6 overhead approximately 0015B - two way clearance given by Tower to descend then no more".

0715 approx.

Sqn. Ldr. J. Mussell went up to the Tower and read the report in the Duty Controller's Log noting particularly the following extract:-

"2210Z overhead Ndola (visual sighting by RRAF personnel) A/C checked QNH, given 1021 report reaching 6,000 ft. No further contact after repeated calls from 2114".

Sqn. Ldr. J. Mussell assumed at this stage that there had been a change of plans and the aircraft had set course for a new destination.

Normal reconnaissance sorties for the day were sent off as per Forms Orange RN/4/039, RN/1/040 and

into over?

/RN/5/041...

RN/5/041.

0900 approx.

Assistant Airport Manager Mr. T.K. Parkes passed an FIC request to Sqn. Ldr. F. Mussell for 2 Provosts to search within 50 miles radius of Ndola, concentrating on the North and South sectors. A signal confirming this request arrived at 0942 hours.

It was decided to send Provost 143 Southbound, Captain Fg. Off. G. Wright, Form Orange RN/5/043 and Canberra 167 Northbound Captain Flt. Lt. I Donaldson, Form Orange RN/5/043 having obtained clearance from FIC to cross the Congo border.

0915 approx.

Messages originating from Tower and Northern Rhodesia Police District Headquarters Ndola gave reports of flashes seen during the night. The Police Operations Room was phoned and the following details obtained:-

- (1) Sub-Inspector van Wyk on duty at the Provincial Commissioner's home saw a flash in the sky at approx. 180330 hours in the direction of Mufulira. He was asked to return to the Provincial Commissioner's home with a magnetic compass and report the bearing. He later reported to the RRAF Operations Room saying that he had heard a big jet aircraft similar in size to a Canberra going in the direction of Mufulira. About 3 or 4 minutes after hearing it overhead he saw a flash, deep red in colour spread over a sector of about 40 degrees. There was no bright centre to the flash. The middle of this sighting was on a bearing of 340 degrees M.
- (2) A Mufulira European Police Officer saw a flash in the sky towards Ndola 180030. A request for further details brought nothing more from this source during the day.
- (3) Drillers in a camp East of Mokambo heard an explosion in the direction of the Ndola road 171230 hours.
- (4) At 172200 hours sentries at Mokambo Camp heard a two engined light aircraft.

Attempts were then made to contact the routine reconnaissance flights to investigate these Police reports.

1000 approx.

Canberra 173 Captain Flt. Lt. D. Macaskill, Form Orange RN/5/041 was contacted on 122.7 Mc from the RRAF Operations Room and asked to search an area halfway between Ndola and Mufulira for any signs of an aircraft crash. He returned with nothing to report.

1005

Fg. Off. Wright commenced his search of the Southern sector covering 50 miles radius between headings 140 degrees T and 220 degrees T.

- 1015 Flt. Lt. Donaldson went to the Northern sector between headings 310 degrees T and 350 degrees T. From 1030 hours to 1230 hours he was flying a Creeping Line Ahead starting at Chingola working Northwest.
- 1215 approx. A report received from Tower originating from D.C. Mufulira via the Secretariat, Lusaka and Lusaka Police saying that a crash was reported 10 miles South of Mufulira. Attempts to contact the D.C. at Mufulira at this stage to confirm the report failed.
- 1230 approx. Fg. Officer Wright and Flt. Lt. Donaldson were called on a secure frequency and ordered to proceed to an area 10 miles South of Mufulira.
- 1240 approx. Fg. Off. Wright endeavoured to reach the area but having insufficient fuel to carry out a comprehensive reconnaissance he returned. He was replaced by Provost 150 Captain Fg. Off. G. Craxford, Form Orange RN/4/045, airborne at 1250 hours.
- Flt. Lt. Donaldson heard the instruction but his acknowledgement was not received due to poor reception. When Donaldson was contacted he was already in the 10 miles South of Mufulira area.
- 1245 - 1310 Flt. Lt. Donaldson covered the area, reporting nothing.
- 1300 - 1340 Fg. Off. Craxford covered the area, reporting nothing.
- 1240 approx. Provost 143 Captain Flt. Lt. L.A.S. Taylor Form Orange RN/4/047 was briefed to join Craxford and split the area 10 miles South of Mufulira, a line true South of Mufulira to separate the two search aircraft. The Captains were to liaise in the air and decide which side of the line each would operate.
- 1 9 Vampire 112 Captain Flt. Lt. N. Walsh, Form Orange RN/1/044 took off and commenced a Creeping Line Ahead from Mufulira advancing North West between the Congo border and the Kitwe/Chingola railway line.
- 1345 approx. Sqn. Ldr. J. Mussell phoned the District Officer Mufulira to query the report of the crash 10 miles South of Mufulira and was told that the original report sent from Mufulira was that a flash was seen in the sky in this area reported by the Rhodesia Light Infantry.

During the lunch hour from 1300 hours to 1400 hours new reports of flashes seen in the sky were received and efforts were made to go to the ground positions from where these flashes were seen in order to take compass bearings.

(a) Mr. D.E. Poever of 16 Highlands House, Cecil Avenue, Ndola, reported seeing a flash and Flt. Lt. M. Saunders went to his residence to take a bearing. Flt. Lt. Saunders returned at 1430 hours with a bearing of 297 degrees M from the house.

/ (b) ...

(b) Then from the Police Operations Room came a call from Mr. Clark, Municipal Security Guard at the Ishik Lake Pump Works saying that sometime after midnight he saw a flash on a line between the Pumping Station and the New Lime Works. He was brought to the RRAF Operations Room and gave a report which was noted as follows:-

On a 1:50,000 scale map of Ndola he indicated approximately where an aircraft was seen flying Westwards over and beyond Ndola. Its navigation light, a red one, he thought appeared to go out and within a minute after clearing the Airport vicinity he saw a flash. Senior Supt. Reed, Western Division Police, Ndola and Fg. Off. G. Southey went to the Lime Works with Mr. Clark and the bearing decided upon was 236 degrees M - 238 degrees M.

(c) Mr. R.A. Phillips of the Vacuum Oil Company who was on duty on the airfield at the time reported seeing the aircraft pass overhead going out Westwards and he watched the lights for approximately two minutes.

He lost sight of the aircraft, noise from the aircraft ceased and shortly afterwards he saw two flashes, one big and one small. He estimated the bearing from the airfield to be 5 degrees to 10 degrees to the right of the runway centre line. Mr. Phillips had such a firm mental picture that if allowed to fly, he was convinced that he could show the exact line.

(d) Fg. Off. B.J. Green reported seeing the flash on a heading checked by compass to be 317 degrees T from the airport.

Also during the lunch hour a map was prepared by Flt. Lt. Saunders showing the areas already searched. He plotted two of the ground reported compass bearings on this map and also plotted two more on the 1:50,000 map of Ndola area on the RRAF Operations Room wall in an effort to obtain a fix.

1423

The Airport Manager, Mr. J.H. Williams, Colonel B.M. Matlick, Air Attache American Embassy, Leopoldville and Sqn. Ldr. J. Mussell assembled to comply with the Civil Aviation Director's order to commence a co-ordinated search.

It was decided that the RRAF Ndola Detachment would concentrate the search within the borders of the Federation and especially in the areas near Ndola. The United States Dakotas would cover the Congo and also commence a search either side of a track between Ndola and Leopoldville starting West of Chingola. Fg. Off. J.M. van der Burgh was called to commence plotting a plan over the map that was previously being prepared by Flt. Lt. Saunders.

Provost 150 Captain Craxford was directed to search along a bearing of 318 degrees T doing a Creeping Line Ahead.

About this time it was decided that reception on the secure frequency Mc from the RRAF Operations Room was too weak and indistinct to continue, so Flt. Lt. K.J. Brant went into the Control Tower and switched all air to ground VHF to 118.1 Mc.

As the 10 miles South of Mufulira report was now appearing to be suspect, Fg. Off. Craxford who was coming closer to the airfield was permitted to continue. Flt. Lt. Taylor was then instructed to leave the Mufulira area and search the area between the Ndola/Luanshya road and the Ndola/Kitwe railway, thus covering the whole of the Western sector. Flt. Lt. Walsh in the Vampire, hearing the Provosts being directed nearer to Ndola started a Creeping Line Ahead towards Ndola. He finally returned to Ndola after hearing Provost 150 report that a wreckage was sighted.

Fg. Off. Craxford reported that he had seen a wreckage at 1510 hours and was asked to pass the map reference on the secure frequency. The map reference was PR. 7067. Flt. Lt. Taylor then joined Fg. Off. Craxford.

USAF Dakota 38866 Captain Colonel J.D. Gaylor which was just getting airbourn from Ndola to assist in the search, went to the wreckage to help with positive identification.

Fg. Off. Craxford, low on fuel, returned to base, also reporting that the wreckage seemed too small to be the remains of a DC 6. Flt. Lt. Taylor and Colonel Gaylor then made passes over the wreckage and repeated that it did not appear to be the size of a DC 6. Only two engines could be seen from the air. Flt. Lt. Taylor returned to the airfield and Colonel Gaylor remained over the wreck until the ground party reached it.

On the de-brief Flt. Lt. Taylor and Fg. Off. Craxford decided the exact location to be 35 LPR 653 655.

About the time of the wreckage sighting, Ndola Police Operations told of an African Charcoal Burner from Kamalasha Village in the charcoal burning area of Ndola West who reported to the Provincial Administration that an aircraft had crashed on a bearing of 236½ degrees M and 237 degrees M near the Dola Hill Forest Station and that he had been positioned at the signpost to this station to await the arrival of the ground party to direct them to the crash.

An additional search was made by Canberra 169 Captain Flt. Lt. N.K. Kemsley who, on his way from Thornhill to Ndola low flew from the Zambezi to Ndola, approximately 0920-0943. Kemsley departed from Ndola at 1309 and low flew on search South along the reciprocal route to Thornhill.

The total flying hours devoted to this search were 16 hours 40 minutes.

SQUADRON LEADER J. MUSSELL.

Ralph Alfred Phillips, Plant Superintendent,
Vacuum Oil Company, Ndola states:-

On Sunday, 17th September, I was on duty at
the Ndola airport in the evening, and I was expecting
two aircraft to land and be refuelled. The first one,
a DC4, landed at about quarter past ten local time, but
was not refuelled. It was moved off the apron just
before midnight to make room for the other expected
passenger aircraft.

At approximately 10 minutes past midnight, I
was standing on the airport apron when I heard the noise
of an approaching aircraft. I looked up and saw a
flashing red light approaching. I estimate its altitude
as around 1,500 to 2,000 feet above the ground. It
appeared to pass over the Western end of the runway on a
heading of 285° to 290° True, in other words an approx-
imate heading some 10° to the right of the runway heading.

I couldn't see the aircraft, just the one
flashing red light. I saw no other lights of any kind
on the aircraft. This light seemed to be maintaining a
constant course and altitude. The aircraft certainly
didn't climb, it may have reduced altitude slightly.

I would say it was a heavy multi-engined piston
aircraft by its sound. The sound of the aircraft
lowered in note as the aircraft passed me. This was an
unusual change of note to me and I am used to differ-
entiating aircraft by their sounds. The engines sounded
as if they were operating normally and were not out of
phase.

As it passed me the aircraft appeared to
increase its speed noticeably, at the same time that
the engine note changed. In general I would estimate
the aircraft speed to be the same as a Viscount in the
circuit.

From the time I first saw the light until I
saw it leave the airfield I estimate was some 50 seconds.

/ And ...

And from then until I lost sight of the red light was some 30 to 45 seconds. These estimates may be erring on the short side.

Some 10 to 15 seconds after I lost sight of the light, I saw what appeared to be the glow of an explosion about 5°/10° to the left of where the light had disappeared. I heard no explosion and in any case the wind was roughly from 100°.

*7/2
haze
or smoke*

The explosion was below my line of sight and appeared to be on the ground. The centre of it was a very deep red and it appeared to rise to a very light pinkish-red. Almost simultaneously a second, less violent explosion occurred slightly to the right of the base of the first. There did not appear to be any after burning. From where I was standing I would say the visibility at the time was good, although there was a light haze that night.

?

Having seen reflections in the past from slag sumping at Nkana Mine, I thought that perhaps I had seen a reflection of this once more. I didn't connect the glows with the aircraft. I had been at work, on and off, from 7.30 a.m. that morning and was rather tired.

I remarked on the flashes to Superintendent Reed, N.R. Police, and two other police officers, and to my assistant. None of them had seen the flashes and Superintendent Reed agreed with my supposition that they could have been at Nkana Mine.

At about 0040B I checked with the tower as to the arrival of the DC6 and was told there was still no news and no E.T.A. At about 0220B I was told that the aircraft probably would not land during the night. The controller wasn't sure what aircraft had passed overhead earlier. I ceased work at about 0230B after making appropriate arrangements. At the time of the occurrence I neither heard nor saw any other aircraft in the air.

/ I ...

I would like to add that the glow from the Nkana Mine operations is usually more prolonged than those that I saw that night. The glows on Sunday night seemed to be nearer than those from Nkana Mine. They were the same intensity as I have sometimes seen from Nkana Mine, but not so prolonged.

After I heard the F.B.C. news at about 1 o'clock on Monday, 18th September, I realised that what I had seen might be significant so I reported it to Squadron Leader Mussell, R.R.A.F.

Signed. R.A. Phillips.

Mr. Donald Edwin Peover, Practising Architect of Flat 16, Highland House, Plot 1, Ndola states:-

On Sunday 17th September, my wife and I having listened to the evening news and realising that there would be considerable V.I.P. activity at the airfield, went to see what was happening there. We saw a convoy of 4 cars depart and were led to believe by press reporters, that Mr. Tshombe had left the airport in the second car. After the road was opened we left the airfield to post a letter in town, and after some ten minutes we went home. The time was approximately 2345B.

My flat is on the top floor of a four storey building, it has a balcony which faces west-south-west. I saw the 'approach bar' lights and I think they came on while I was looking. I played with my portable radio to see if I could get some midnight news. Shortly after that my wife said that she could see a plane. I went out on the balcony and saw a plane flying away from the airport direction to the North West. I could see a strongly flashing red light on the aircraft, but no other light of any kind on it, and the aircraft appeared to be a little above what I would describe as circuit height. It was travelling rather faster than I would normally expect a Viscount to fly in circuit for example, and faster than I would expect an aircraft to fly in the vicinity of this airfield.

304

As far as I can tell, the aircraft appeared to be flying level, and by the sound of the engines I would say it was not a jet or a prop-jet aircraft. I would say it sounded like a heavy piston engined aircraft with the engines operating normally under pretty full power (not take off power). The engine noise sounded consistent and not out of phase.

/ When ...

When I first saw the aircraft it was roughly between five and ten minutes past midnight, and I had it's flashing light in view for at least half a minute. When it was directly in front of my balcony, I estimate that it was approximately 10° above my horizontal line of vision, and, as far as I can judge, about 3 miles away.

Eventually the aircraft disappeared from my sight behind trees and rising ground on what I now find to be a true bearing from my flat of approximately 253°.

My wife then went into our flat. Almost immediately after the aircraft had disappeared from sight behind the trees and rising ground, perhaps 30 to 35 seconds, I saw a red glow of considerable intensity in the sky which diminished and brightened again. I said "Oh! My God, what the hell's that", and called my wife, but there was nothing further to be seen behind the white glow of street lighting, and the block of flats which was in line with the glow. Having re-assessed the direction of the centre of the glow under night conditions, relating to a light mounted on one of the blocks of Dolphin Court Flats, I consider the bearing of the glow from my flat to be 272° True.

I considered that at the time of the occurrence it was a bright clear night, and though there had earlier been a bright quarter moon, it may have gone down by this time. I noted, however, that there was a certain amount of smoke from the cobalt refinery stack which was drifting towards the airport but which was not of sufficient density to obscure the airport lights from where I was standing. Except for this one factor I would say that the general visibility, at the time, would be well in excess of 6 miles.

Without thinking deeply, I believed that I had seen some

/ occurrence ...

occurrence of mining operation such as the pouring of slag
and I retired to bed and thought nothing more of the matter,
until I heard on the 10 o'clock news on the following day, that
Mr. Hammarskjold's airplane was missing after having been
seen over Ndola shortly after midnight. I then reported
to the Ndola airport control tower what I had seen the previous
night.

An R.R.A.F. Squadron Leader telephoned me and asked me
to repeat my statement, which I did. He said it was
consistent with another report and asked if someone could
come to my flat to take a bearing on the glow.

About half an hour later an R.R.A.F. Flight Lieutenant
visited me and took a bearing.

Signed. Donald E. Peover.

Architect.

Assistant Inspector Marius Uranus van Wyk of the Northern Rhodesian Police, states:-

On Sunday night, 17th September, I was on duty at Ndola Airport, and at about 2315B hours I drove the leading car of a group of 4, one of which contained Mr. Tshombe, to the Provincial Commissioner's house.

At about 2330 hours I started patrolling the grounds of the Provincial Commissioner's house. There was an Inspector Wilkins and some other police officers also on patrol.

I cannot be very certain of times on this night because I did not look at my watch from some time before 11 p.m. until after 2 a.m.

Some time after midnight, about 20 minutes after, I heard an aircraft start up but not take off. I heard an aircraft approaching. I looked for it and saw a steady red light travelling in what I now judge to be a direction of 295° True approximately. I thought by the sound that it was a Canberra, but this did not agree with the speed of the light, which was more like that of a Viscount in a circuit. I watched the light for something between 30 seconds and 60 seconds. When I first saw it, it was roughly due South of me, over the old African township, and I followed it over an arc of approximately 20°. The aircraft appeared to be in level flight and to be at a height which I would expect it to be in the vicinity of an airfield. The engines sounded smooth while I heard them and it was definitely a multi-engined aircraft.

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Eventually, the red steady light disappeared behind trees, but the noise of the engines continued and diminished gradually as I would expect from an aircraft flying away from me.

/About...

About 3 or 4 minutes later I saw an unusual deep red glow of light spreading upwards into the sky. I could not see the source of the light but it appeared to be on a bearing of 306° True from me. There were trees between the glow and me and the glow covered an arc of an estimated 45°.

At first I thought it was a car, but I realised that it could not be. It was the first time I had seen a light like that. The glow lasted for a few seconds only. I mentioned it to Inspector Wilkins who had not seen it, and to an S.B. Officer who made no comment. At that time I did not know that another aircraft was expected to land at Ndola, so I did not pay much attention to the glow.

I was stood down eventually and returned to Ndola Central Police Station by about 0215B and asked Assistant Inspector Begg if there was any news. This was a normal routine enquiry. He told me that Mr. Hammarskjold's plane had not landed at Ndola as expected. I told him about the glow I had seen and he said he would go to the airport and speak to the controller on duty. I then went off duty.

At about 1100 hours Monday 18th September, although I was off duty, I was sent for by Senior Superintendent Reed of Western Division who questioned me about what I had seen. He then contacted Squadron Leader Mussell who asked me if I could describe the arc of the glow and its compass bearing. I went to the Provincial Commissioner's house and took a bearing with a small compass. It was 315° - 360° with a centre bearing of about 340°. I reported this to Squadron Leader Mussell. Later that day I heard that the wreckage of the plane had been found and I took part in the police operations concerning it.

/I ...

I did not notice any other aircraft airborne at about this time neither did I hear any gunfire or explosion at this time, nor did I feel any ground tremor. Sunday night was a clear night with good visibility, and I do not remember seeing the moon. I did notice that there was some smoke from the Cobalt plant which had spread into a low lying layer although I do not believe this obscured the airfield.

Signed. M.U. van Wyk.

Assistant Inspector 1211.

Alfred Vincent Allen, Senior Inspector,
Officer in Charge, Ndola Central Police Station
states:-

Just after 3 p.m. on Monday, 18th September, I heard that aircraft wreckage had been discovered, and I went in a police car to Dola Hill Forest Station where I had heard I would find a witness to the position of the crash. He was a charcoal burner and he spoke very good English.

He took us to the scene of the crash and we arrived there at about 3.55 p.m. Several other policemen were already there. I saw Senior Inspector Wright fanning a survivor who was lying on the edge of the burnt area of ground. I went to him with my first aid kit and assisted. The man was burnt, sunburnt and had head injuries and a fractured ankle.

An ambulance driver, Mr. Lowrie, Chief Fire Officer, Ndola, came over to us and Senior Inspector Wright took two of his morphia ampoules and injected them into the survivor, who was in "drastic" pain and groaning and calling for water.

The survivor's clothes were badly burnt and I accompanied him in the ambulance, and removed a passport and documents and other articles from him which showed him to be a Sergeant Harold M. Julian. I comforted him as best I could. From his steady breathing and good strong pulse it never occurred to me that he might die at that time.

We arrived at the hospital at about 1640 hours and Mr. McNabb immediately gave him attention in a private ward. Several other doctors came in and immediately began working with Mr. McNabb to try and save his life. I have never seen such wonderful co-ordinated attention given to any accident survivor.

At about 1725B hours I was called in by a

/doctor ...

doctor because Julian was beginning to speak. I had previously asked that this be done. He was lying, as before, with his eyes closed and he did not open them at any time.

He asked, "Where am I?", I replied that he was in Northern Rhodesia and that I was a British Police Officer. I asked him if he could tell me anything about what happened. He appeared to recognise that he was being spoken to. I told him that we had last heard of you over the runway at Ndola airport and we didn't hear anything more, "What happened?" He said, "It blew up". I said, "Was this over the runway?" and he said, "Yes". I said, "What happened then?" and he replied, "There was great speed - great speed".

I asked, "What happened then?". He replied, "Then there was the crash". This was all very slurred and very incoherent indeed.

I said, "What happened then?" He replied, "There was a lot of small explosions all round". Then I said, "How did you get out?" He said, "I pulled the emergency tab and I ran out".

I said, "What about the others?" He replied, "They were just trapped". Sometimes I had to repeat the questions. I wasn't getting the answers straightaway. He then lapsed into unconsciousness.

I posted a man on duty in the next room to keep all visitors away, to answer the telephone and to call Mr. Cary, C.I.D., or me, if there were any significant happenings. This watch continued for the next 48 hours. None of the men posted reported anything significant. As far as I am aware, no reporters or unauthorised persons of any sort got to him in hospital.

Question: What credence do you place on Julian's answers to your questions?

Answer: I have been a traffic officer for some years

/and ...

and have attended the scenes of many accidents, and have taken statements from people dying or seriously injured and it has been my experience, in the investigation that followed, that their descriptions of how the accident occurred seldom agreed with the facts. In view of my experience I treated his answers to my questions with extreme caution. For example, it was my opinion that it was very unlikely that he had run out of the wreckage with an ankle so badly broken.

Question: What did you do with the personal documents and effects that you recovered from Sgt. Julian's clothing?

Answer: I handed them all to Mrs. Julian and obtained her signature for them. They were as follows:- 1 wallet containing: a notebook; a yellow vehicle licence; a U.N.O. identity card; a U.N. badge; a U.N. passport 15462; a comb in a leather case; and an International Vaccination Certificate. I also gave her an International Driver's Licence; 2,860 Belgian Congo francs and various slips of paper with addresses etc.

Question: When you last saw Sgt. Julian in hospital on Friday, 22nd September, what, in your opinion, was his condition?

Answer: He was either asleep or unconscious and breathing steadily and I didn't think he was dying. I was surprised when I heard he had died.

Signed. A.V. Allen

Snr. Insp. N.R.P.

John Alexander Goodbrand. Air Radio
Communicator, Federal Department of Civil Aviation
states:-

I am employed at Ndola Aeronautical Fixed
Telecommunication Network (AFTN). The equipment comprises
land line teletype between Ndola and Salisbury. This
is the primary circuit. Wireless telegraphy is my
secondary means of communication. I have 2 W/T
transmitters capable of transmitting on 8015 kc
during the day and 5455 kc at night. There are
also 2 Redifon receivers manually tuned. They cover
the range from 550 kc to 32 Mc. There is a
visual monitor for Ndola main beacon (ND) and another
for Ndola holding beacon (NH) in the radio room.

There is also a supplementary section of the
AFTN which deals with signals to and from Katanga. This
section was closed on the night of Sunday, 17th September,
from 1530Z to 0500Z 18th September, in accordance with its
normal operating hours.

On the night of Sunday, 17th September, I was
on AFTN duty from 2100Z to 0500Z the following morning.
At 2210Z Mr. Martin, the duty Air Traffic Controller,
called me on the intercomm and told me that aircraft
SEBDY appeared to be acting strangely, in that he
wouldn't answer calls and would not say how many passengers
he had on board; whether he would require fuel on landing
at Ndola or whether he was nightstopping Ndola.

We only had this movement in and one, OORIC,
to depart from Ndola for Salisbury that night so there
was no immediate call for me in a radio and I went up
to the tower. I arrived there at 2214Z and stayed there
until 2221Z and during this time I heard Mr. Martin call
SEBDY 4 times without response.

I returned to my radio room and was concerned
with the movement of OORIC. The A.T. Controller
originated a DD (Special handling) message, addressed

/to Leopoldville ...

to Leopoldville, Elizabethville and Salisbury at least. It requested news of SEBDY. No reply was received to this message through my network by the time I went off duty. The signal was sent at 2350Z.

I went up to the tower and was handed an "INCERFA" signal, concerning SEBDY, to transmit. Mr. Williams, Ndola Airport Manager was also there. I went straight down and transmitted it, certainly within 3 minutes of receiving it. It was transmitted at 0016Z and its date/time group of filing was 180016Z. The originator's date/time group was 172342Z. No reply was received to this "INCERFA" up to 0500Z.

The V.I.P.'s awaiting the arrival of Dr. Hammarskjold dispersed. Two police officers came to the radio room at 0120Z to report a flash in the sky and they agreed to report this in person to the airport manager at the Rhodes Hotel, as I was unable to contact the hotel by telephone. The controller had closed the tower by this time, after receiving permission from Salisbury.

Question: What is the serviceability of Ndola AFTN generally?

Answer: Normally good, but average unserviceability is 8 hours per week at present. It has been a lot worse at times. On this night the serviceability was perfect.

Question: Have you ever had any problems establishing contact with Salisbury?

Answer: No.

Question: What intercomm and telephone facilities have you in your AFTN?

Answer: A five channel intercomm set connected to (a) A.T.C. Tower (b) Airport Manager (c) Briefing Room (d) Met. Office (e) Fire Section (call only). A Post Office dialling

/telephone ...

telephone which, for internal calls, operates through an airport automatic exchange. For external calls direct dialling through Ndola exchange is available. Also direct dialling to Salisbury is possible.

A second, field, telephone is also installed and this is connected to (a) A.T.C. Tower (b) Radio Equipment Room (c) Transmitter Room (d) AD 200 and there may be other connections.

There is also a Lamson tube system which physically transmits messages to the tower.

There is also a "rapid wire" system between the met office and the AFTN for physical movement of messages.

Signed. John A Goodbrand.

John Keith Pennock, Assistant Inspector, Northern Rhodesia Police states:-

On Monday 18th September at about 0200B hours I was called out to guard the Provincial Commissioner's house. I went across to the Central Police Station where I met Assistant Inspector Begg who told me he had received a report from Assistant Inspector van Wyk who had been on guard duty at the Provincial Commissioner's house, and who had seen a flash in the sky in the direction of Mufulira. Acting on that information, Begg and I went up to the airport where we saw a controller in the radio office and waited there while he attempted to telephone the airport manager at the Rhodes Hotel. He could not get a reply and asked us if we would go to the Rhodes Hotel and inform the airport manager ourselves.

We went to the hotel and knocked on the door of the airport manager's room. He came to the door and I told him that a flash had been seen in the sky in the direction of Mufulira and that we had been asked by the airport control to inform him.

He seemed concerned but said that there was nothing he could do until first light and thanked us for informing him. I estimate that this was at about 0220B. He then went back into his room and closed the door.

I was present when Assistant Inspector Begg made a phone call from the Rhodes Hotel to the Ndola Central Police Information Room in which he informed them that the airport manager had been told of the flash in the sky, and instructed them to send a patrol out on search along the Mufulira road if such patrol was available.

*Do you
det all
info!*

I then went with Begg direct to guard duty at the Provincial Commissioner's house where we remained until 0800 hours.

At approximately 1540 hours I returned to duty and heard that the missing aircraft had been found. From that time I was engaged in ferrying police personnel and equipment to the scene of the crash. I was concerned with police activities dealing with the crash until midnight.

Signed. J.K. Pennock.

Assistant Inspector N.R.P.

Thomas Keith Parkes, Senior Air Traffic Control Officer
Ndola Airport states:-

On Sunday 17th September at about 1000B I was asked to call on the Provincial Commissioner who told me that the airport manager's office would be required for a conference, between Mr. Hammarskjold and Mr. Tshombe late that afternoon. I made appropriate arrangements. I was acting airport manager but in view of the importance of the occasion I called in Mr. Williams, the Airport Manager who had just returned to Ndola from leave.

I remained at the airport until relieved by Mr. Williams at 2100B. At 1732B a signal was received from Salisbury FIC which was brought to my attention shortly afterwards and reads:-

Ref ZI 13 Attention APM. Here is a message from Leopoldville. One UNO aircraft ex Leopoldville ETA Ndola 1900 Presumed GMT (Z) Passenger Lord Lansdowne. Will probably request clearance to Salisbury from yours. Also one other UNO aircraft ex Leopoldville to arrive during night. Your station to remain open until both aircraft landed. Authority DCA.

This was the latest information available at 2100B when I went off duty. Mr. Williams was informed of the position when he took over.

I came on duty again at the airport at about 0715B and brought myself up to date on the events of the night. A signed (RCC2) was received at 0744B from the Rescue Co-ordination Centre (RCC) (which was in Salisbury FIC). The signal reads:-

Request action taken to date on SEBDY.

I called RCC on the R/T control link, to save time, at about 0800B to establish what action was required. They replied that they wanted us to confirm that all Copperbelt

/police ...

police stations had been informed of the reported flash in the sky. I checked with the police information room to confirm this and then advised RCC by signal ZC5/180816B.

While I was in R/T contact with RCC I reminded them that RRAF aircraft were available at Ndola for search as soon as required.

At about 0900B RCC telephoned a request for 2 Provosts to search within a 50 mile radius of Ndola, concentrating on the North and South sectors. I passed this to Sqn. Ldr. J. Mussell, R.R.A.F. The instruction from RCC was confirmed by signal, Ref. RCC6/180942B, except that there was no mention of concentrating on the North and South sectors. The R.R.A.F. commenced their air search at 1002B.

At 0955B Signal RCC 7/180950B arrived and stated DETRESFA SEBDY depart Leopoldville 171752B. Endurance 13.25 hours, 5 crew 9 passengers. Thus the endurance had already expired.

At about 1130B Elizabethville asked on R/T for news of SEBDY. I assumed he was United Nations as he spoke with an American accent. I replied that I had Nil news. He said the same, and said that Kamina and Luluaburg also had no news. I passed this to RCC by signal ZC 24/181150B and included that there was no news from search aircraft.

Question. As S.A.T.C.O. what is your opinion of Mr. Martin's mental alertness and competence, and have you had occasion to doubt his ability as an air traffic control officer at any time?

Answer. I think Mr. Martin is reasonably mentally alert. He is an average steady controller, slow but sure. In the 18 months he has served at Ndola as an A.T.C. Officer he has given me no cause to doubt his ability.

/Question. Why was ...

Question. Why was no request made to the local R.R.A.F. for air search action?

Answer. I consider that I did not have the authority to make such a request, under the circumstances, and any such request should come from the R.C.C.

Having had this statement read over to me I would like to state that Mr. Martin does suffer from a hesitancy in his speech.

Signed. Thomas Keith Parkes.

Alan Frank Gray, Meteorological Officer,
Meteorological Department of Federal Government states:-

On Sunday, 17th September, I was the Duty
Met. Officer at Ndola Airport from 1045Z to 1950Z.
The last weather report to air traffic control (AERO)
was given at 1900Z. It was as follows:-

Surface wind - 110°M/10 knots ; Visibility - 5
miles ; Weather Fine, Slight haze. Cloud - Nil.
QFE 875.6 mb (25.86 ins)
QNH 1019.9 mb (30.12 ins)

I would normally have stood down at 1815Z
approximately, but as it was understood that 2 aircraft
were due in to Ndola that evening I remained on duty,
although I had received no official notification.

No requests for any weather information were
received from Leopoldville in respect of these two
flights.

At 1920Z I went up to the tower and asked
the duty controller if he was satisfied that he could
pass all necessary met information to aircraft wishing
to land at Ndola that night. I assured him that
there was no likelihood of any significant change in
the weather conditions as reported on the 1900Z AERO.
I knew that Mr. Martin had a Met. Observer's rating.
He said that he was confident.

From a review of the met. conditions
pertaining that night, in my opinion the weather
conditions were such that they would not have effected
the approach and landing of any aircraft.

I now produce a certified copy of the 1900Z
Ndola AERO; the original thermograph chart; the
original barograph chart and the original anemometer
chart. All these documents include information
concerning the night in question.

There is a cobalt refinery chimney some 3 miles

/to the

to the South of Ndola airport. The fumes from this chimney consist mainly of sulphur dioxide and they tend, under conditions of slight or nil turbulence, to fall quite rapidly to the surface. The fumes appear as dense white smoke.

The wind that night was such that the fumes were being carried to a varying area to the West of the airfield. The humidity was low, i.e., 37% plus or minus 5% and was unlikely to have had any thickening effect on the fumes. High humidity would have such an effect.

Signed. A.F. Gray.

Adrian Eden Begg, Assistant Inspector,
Northern Rhodesia Police states:-

On the night of Sunday, 17th September, I was on duty at Ndola airport, and sometime after midnight I heard the sound of what I thought was a heavy piston engined aircraft in flight. I looked up and saw one flashing red light only which was moving very quickly from over the Western edge of the airfield, in a gentle turn to the right around the South-Eastern edge of Ndola towards the Congo border. The aircraft appeared to be fairly low, somewhat above normal circuit height, and my line of vision to it was approximately 45° up from the horizontal. I saw no lights on it other than the red light. There was nothing unusual in the sound of the engines.

I did not bother to watch it out of sight but I heard the sound of its engines fading gradually. I did not see any flash or glow in the sky at the time, nor did I hear any explosion or small arms or machine gun fire.

I heard that contact with the aircraft had been lost and that the aircraft was missing. I believe it was a member of the petrol company staff who told me this.

I went from the airport to the police information room on instructions, and at about 0230 Asst. Inspector van Wyk came in and reported that he had seen a flash in the sky in the direction of Mufulira. In view of the rumour I had earlier heard about an aircraft that was missing, I immediately went to the airport and told a man in the radio room of the A.T. Control tower of the reported flash in the sky.

He tried to telephone the Rhodes Hotel

for the Ndola Airport Manager, but as he could not get through I agreed to go there in person. This must have been at about 0245B. I contacted the Airport Manager at the hotel, and told him that a report had been received of a bright flash of light in the sky in the direction of Mufulira.

The Airport Manager, who was in his dressing gown, appeared to take the matter seriously and said something like, "There is nothing we can do tonight, we will make a search at first light". I was accompanied by Asst. Inspector Pennock. As far as I know the Airport Manager took no immediate action.

I made a telephone call from the Rhodes Hotel to the police information room, and told the woman on duty to detail one Landrover patrol to go out along the Mufulira Road and search in the area where van Wyk had seen the flash. I actually suggested that this patrol should go along the Mwekera Forest Reserve Road just past the level crossing on the Mufulira Road. As far as I was aware the patrol was completed with no result. We were not sufficiently alarmed at this stage to call out all personnel for a full scale search, although I did telephone Mufulira Police to tell them to send patrol cars out along the Mufulira/Ndola Road and search any bush tracks in that area.

We had not received at this time any official report that an aircraft was missing or overdue. The detailing of patrol cars was just a precautionary measure in view of the rumour of a missing aircraft and van Wyk's sighting of a flash.

Signed. A.E.Begg.

A/Insp. 1345 N.R.P.
Ndola Central.

Mrs. Jessica Hunkin of Garremore Farm,
Mufulira Road, (Near Tudor Hotel, 9 mile Peg) states:-

On Sunday night, 17th September, I went to
bed at about 10 p.m. Some time later I was wakened
by the noise of an aeroplane flying very low.

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It seemed to come nearly over the house
heading in a Southerly direction. It was very low
and very noisy. I didn't hear any other aircraft
at this time nor did I hear any gun fire or explosion.

I went back to sleep.

Signed. Mrs. J. Hunkin.

ROBERT JEFFREY READ, Senior Superintendent, Northern Rhodesia Police, 2 i/c Western Division, STATES:-

On Sunday 17th September I was on duty at Ndola Airport concerning security for a meeting which was expected to take place between Mr. Tshombe and Mr. Hammarskjold.

At about 2200B I was informed by Senior Assistant Commissioner Hicks that Mr. Hammarskjold's aircraft was now expected at Ndola at about midnight.

At around midnight I was walking from the tower towards the passenger reception centre, across the airport apron, and I heard someone call, presumably from the tower balcony, and request that some steps that were on the apron be moved, as that area would be required for an aircraft. I glanced up and saw a flashing red light passing over the airfield in a direction of approximately 275° True. I am certain that I saw another red light - a steady red this time, and also a third light which I have an idea was either green or white. My impression was that the flashing red light was in front; the steady red light behind it and the green or white light was on the left of these two in the direction of travel. This was a glancing observation. I did not pay particular attention. My impression of the speed of this aircraft was that it was travelling at a speed normal to other heavy aircraft I have seen circling Ndola airfield preparatory to landing. The height appeared to be consistent with an intention to come into Ndola Airport shortly after. The engine noise did not register with me and there was nothing unusual about the aircraft or its behaviour to divert me from my duties.

I remained on security duties until about 0400B.

Signed. R.J. Read
S/Supt.

NELSON GONDWE, a charcoal burner, of Kamalasha Compound, STATES:-

On the night of Sunday 17th September, I was in bed and my friends woke me up some time before 3 a.m. I heard three big bangs some distance away in the direction where I now know the aircraft crash to be. The bangs sounded as if they happened on the ground and not in the air. The bangs were not evenly spaced but were close together. The last one was loudest. They sounded like big guns. Then the noise stopped and I slept again. I have heard big guns at the bioscope.

Signed. Nelson Gondwe

LEDISON DAKA, charcoal burner, of Kamalasha Compound, who has been convicted of theft and is awaiting sentence, STATES:-

On the Sunday before last, 17th September, just before the moon set (moon set CC17B), I was woken up by my friend Moyo. I looked out and saw a very big fire and I heard many bangs from the direction of the fire. Some of these sounded like blasting, others sounded like guns. I have worked in a quarry and know the sound of blasting.

Another friend, whose name I don't know, described a thing which was in the air and which dropped on the ground. I watched the fire for about 5 minutes. I did not go towards it in the night as it was a long way away and I was frightened of the bangs.

The following morning at about 6 or 6.30 a.m. my friends Moyo and Banda and I walked to where we had seen the fire. It took us about half an hour through the bush. When we arrived there, I saw it was an airplane. It was still burning and there was a lot of smoke and a little flame. I did not examine it closely and did not see any bodies.

I stopped there for a while and took the thing for which I was arrested. I didn't tell anyone about what I had seen as I was frightened I would be arrested.

Signed, Ledison Daka.

DAMSON MOYO, a charcoal burner of Kamalasha Compound, who has been convicted of being an accessory to theft and is awaiting sentence, STATES:-

On the night of Sunday before last, 17th September, I was sleeping and was awakened just before the moon-set (00:17) by some bangs. I heard these bangs and they sounded like guns. I was very frightened and I saw a very big fire where the sound of guns was.

I watched the fire for a while and then I went back to sleep.

The following morning I suggested to my friends that we should go and see what had happened. We travelled about a mile and a half and came to an airplane. I did not go too close only within about 60 yards. The smoke was thick.

I told only my friends where I work. I did not tell the police or a bwana because it was a long way to town and I did not have a bicycle.

Signed. Damson Moyo.

Mrs. YVONNE JOUBERT, Housewife of 131, Herrick Avenue, Mifulira, STATES:-

At 10 p.m. on Sunday 17th September, 1964, I listened to the news from the F.F.C. and then sat in a chair reading. I heard a jet aircraft fly overhead at about 1 a.m. and another aircraft which I took to be a large transport aeroplane with ordinary engines. This was about 10 to 15 minutes after the jet.

I fell asleep in my chair very soon after the sound of the engines had died away.

I was awakened a short time later by an explosion and I saw a glare some good distance away in a direction which I now know to be 85° magnetic. The explosion was different to the usual underground explosions from mine blasting.

Signed. Y. Joubert.

The above statement was made in the presence of:-

- Signed. J. Blanchard-Sims.
- S. Persson.
- J.P. Fournier
- O. Danielsson
- E.A. Landin.

Mrs. WINIFRED VAN HEERDEN of Plot 14, Mfulira Road, Kaniki, STATES:-

On the night of Sunday 17th September at some time during the night, I was awakened by the sound of a low flying airplane. It definitely was not a jet aircraft. I only heard the one aircraft. I did not hear any gunfire or anything like it. I didn't hear any explosion. Just this plane going over very low.

COPIE?

Signed. W. v Heerden.

AMCNI NJEMBE, Plantation Fire Watcher, Chichele Forest Reserve,
SIERRA LEONE:-

On the night of the 17th September, I was on fire watch duty in No. 2 Tower from 9 p.m. until 6.00 a.m. I saw nothing unusual during that time. I did not see any explosions or fires that night. If I had I would have reported them. I did not see any glow or flare or flash in the sky.

At about 9.15 p.m., I saw two lights, both flashing, one of them was red, the other was white. Some time much later I saw another two lights, just the same. All these were going towards Njala.

Signed. Amcni Njembe.

KAPIKO, Plantation Fire Watcher, Chichele Forest Reserve,
STATES:-

On the night of Sunday 17th September, I went on
fire watching duty from 4 o'clock in the morning to 5 o'clock.
I did not see any fires or smoke. I did not hear any airplanes,
bangs or explosions. I did not hear any explosion or shaking
of my hut before I went on duty. I was on duty in Number 2
tower.

Note. Kapiko cannot write. This evidence
was translated to him and he agreed
it was correct.

Signed. M. Evans.

BERNARD BOWA, Plantation Fire Watcher, Chichele Forest Reserve,
STATES:-

On the night of Sunday 17th September I was on fire-
watching duty in Number 5 tower, south of Ndola/Auanshya road,
from 9 p.m. to 1 a.m.

I did not hear or see anything unusual that night while
I was on duty.

Signed, Bernard Bowa.

LEMON MWASA, Plantation Fire Watcher, Chichelo Forest Reserve,
STATES:-

I relieved Bernard Bowa on duty on the night of Sunday
17th September in Number 5 tower at 1 a.m. until 5 a.m.

I heard an airplane passing by when I was walking from
my house to the tower. It must have been about half past
midnight. I saw a red light and a white light and they were
flashing alternately. I just noticed the lights, I did not
put my mind to it. I did not hear any explosion or guns firing.
I did not see any flash in the sky.

Note: Mwasa cannot write but the above
has been translated to him and he
agrees it is right.

Signed E. Evans.

NIGEL JOHN VAUGHAN, Assistant Inspector, Northern Rhodesia Police,
Mifulira, STATES:-

I have been in the Territory for thirteen months and have been stationed at Mifulira for the past two months. I am employed on General Duties and work shifts.

On the evening of Sunday, 17th September, 1961, I reported on duty at the Mifulira Inquiry Office at 2340 hours. I was allocated a Landrover patrol car and was to perform patrol duty until 0700 hours on 18th September, 1961. My crew comprised one constable, Const. MUHAU. During my period of duty I made three trips to the Mokolambo Police Post. It was on the second of these trips that the incident which I shall describe occurred.

I left the Mokolambo police post on this second trip at approximately 0140 hours and drove towards Mifulira. I was driving and the Constable was by my side in the passenger seat. When I reached a point about two hundred yards past the 8-mile peg from Mifulira, I saw a flash in the sky to the left of the road above the trees. I would describe this flash as being like an electric light bulb which is switched on and then immediately blows. That is to say there was a bright white isolated light in the sky, fairly small, which was bright at first and then dimmed quickly. This was immediately followed by a light which was smaller than the original light falling almost vertically from the position of the original light. This falling light took about two seconds to fall from the top of my windscreen to disappear beneath the tree-tops. The light was still burning when it disappeared beneath the treetops.

I have revisited the place from where I saw this incident, and estimate that I saw this light at an angle of approximately thirty degrees with the road and to my left of it as I was facing towards Mifulira. I estimate the elevation of the light when I first saw it to be about 30 - 40 degrees.

When I saw this light I made no comment to the constable who was with me and he made no comment to me and gave me no reason to believe that he had seen it. I am convinced in my own mind that what I saw was not a meteorite. I have seen meteorites before in

this country and this light was not similar.

After this occurrence I continued my patrol of the township and did not return to the Police Station. After patrolling the township, I again went out to Nokambo the main purpose being to recharge my battery. On this the third trip I left Nokambo at about 0315 hours and arrived at the Police Station at about 0350 hours. On my arrival there A/Insp. MOULSON was on the telephone talking to Ndola and I gathered from the conversation that an aircraft was overdue at Ndola. Hearing this reminded me of what I had seen on the Nokambo road and I immediately reported this to him. Shortly after this WATTS and myself in two separate vehicles went out and patrolled the Ndola Road as far as the 22-mile peg to see if we could find any trace of an aircraft crash. I saw nothing.

When previously interviewed by you I stated that the time when I saw this flash was about 0245 hours, but I was confused at the time as I had made three trips to Nokambo on that night. I have now studied Occurrence Book entries and conferred with A/Insp. REES who was on duty at Nokambo on that night and I now have no doubt whatsoever in my mind that I witnessed this incident on my second return journey and not the third, and that the time of the incident was 0145 hours, plus or minus five minutes.

Read over and admitted to be correctly recorded.

Signed. C.J.A. Harris Signed. N.J. Vaughan.
D/C/Insp. 274

JOHN HOWEL WILLIAMS, Airport Manager, Ndola Airport, STATES:-

I returned from 3 months leave in England on Saturday night 16th September and was due on duty on Monday 18th September.

On Monday 17th September I was called in to a morning meeting with my assistant manager, Mr. Parkes, and the Senior Provincial Commissioner to arrange administrative accommodation and security for a meeting between Mr. Tshombe and Mr. Hammarskjold at the airport that afternoon.

I returned to the airport at 1430E. From that time I must state that the airport was not operating normally in that security guards were in control of a series of executive officers, the R.R.A.F. were in full occupation of my briefing section, and I was fully occupied in assisting Lord Alport and making detailed arrangements as they arose.

Late that afternoon I gathered that it was unlikely that Mr. Hammarskjold would take off for Ndola until it was sure that Mr. Tshombe had arrived. I understood later that he would arrive at 1900 (G.M.T. or local time was not certain). I got this time from a telegram held by one of the visitors. He did not arrive.

Very much later, after continued efforts to find an E.T.A. on the aircraft, the controller informed me that it was now in radio contact and would be with us soon.

I heard the aircraft overhead while I was on the phone to someone, this was sometime before the amended E.T.A. of 0020E. I had by that time sent my Assistant Manager, Mr. Parkes, off duty so that he would be fresh for duty in the early morning if required.

I then accompanied Lord Alport when he saw Lord Lansdowne into aircraft OORIC and I then checked with the Control Tower. The controller said that he had no contact at that time with the arriving aircraft SEELY, but that he had passed overhead and was thought to be standing by in the area, possibly finishing off a diplomatic signal. OORIC - OORIC was held at the runway loop because the controller was uncertain of the position of SEELY, which he had cleared to 6,000 feet. After a while OORIC elected to take off and was told to turn right after take off to clear the area for Salisbury.

I then waited with Lord Alport who finally went to rest in his aircraft at about 0320E.

When Tshombe?

around 0030B or later I contacted FIC Salisbury and Lusaka for news of SEEDY. I confirmed with FIC that Ndola had lost contact with it. There was no news and I asked FIC to enquire of Leopoldville if SEEDY had decided to return there or had made other plans, such as to hold-off till daylight. I did not know what type of aircraft SEEDY was.

Later I telexed to FIC but still there was no news. Although I was not very worried, as I presumed that Mr. Hammarskjold was ordering the aircraft movements, I told my controller that he must take signal action.

I told FIC that we would maintain communications with them and informed my communicator, Goodbrand, that I would be sleeping at the Rhodes Hotel if wanted and left the airport at about 0330B.

I was just getting into bed when 2 policemen came to my bedroom door and said that a light had been reported in the sky in an area South of Mufulira. I understood that they were, or would be, investigating the report. I asked them to inform me of any developments. I was not concerned at their report as there are many bush fire and occasional freak lightning effects at this time of year, and there are many possible reasons for lights or glows in the sky.

If the aircraft had been on a scheduled flight or if we had received a proper flight plan I would have been very concerned. However, knowing the way U.N. and Diplomatic aircraft had been operating; and knowing that we had not received a flight plan for SEEDY and in fact never received them on flights from the Congo until the aircraft arrived; and having experienced the uncertainties on timing associated with this particular flight; as well as being certain that a special crew would be flying Mr. Hammarskjold; and hearing SEEDY going overhead sounding normal I was not anticipating trouble but was prepared to expect anything in the way of arrival or non-arrival. The police had notified the airport of the report, the F.R.A.F. operations room was manned and I knew we could take quick action if anything more came in. The time was about 0340B.

I went to the airport at about 0900B Monday 18th September and checked with Mr. Parkes, who said that the F.I.C. was checking

with Leopoldville. There had been no further news from the police but the R.R.A.F. had sent two aircraft on search in the 50 mile radius of Kikola area, mainly on the Northern and Southern sectors, on a request from M. Parkes, authorised by F.I.C. I checked with the police and the lack of news convinced me that if there had been a crash it was not in the local area. I personally telephoned the Lufulira police who confirmed that they had patrols out searching early that morning. The F.I.C. request for search by R.R.A.F. aircraft was confirmed by signal at 0940Z although this signal did not repeat the instruction to concentrate on the North and South sectors.

At about 1420Z the Director of Civil Aviation telephoned me from Salisbury and appointed me Civil Air Search Officer (CASO). I called in Cpt. Wilson, R.R.A.F. and we started plotting a full area search. At about this time one of the R.R.A.F. Provosts reported sighting wreckage. An American DC3 was despatched to try and identify it, which he did, although there was some doubt as the wreckage did not appear large enough for a big transport. M18
044

I was told that the police were on their way to the scene. I informed F.I.C. and the P.C.A. told me to get someone out there. I sent Parkes and the Telecommunications Officer by road. I remained at the airport in case this was not the crash we were seeking.

As I say, I had not been worried in the night because of the nature of the flight and because my controller had not given SEBDY any landing instructions, but only permission to descend to 6,000 feet. We have not had a directly comparable occasion previously, but have experienced minor changes of plan and lack of communications with UMO aircraft before, i.e. flights through our area without R/T warning. Also it is normal for V.I.F. flights to take place with ample fuel reserves and I thought SEBDY could easily fly till dawn as he had said that he might require a little fuel only. A

It is normal for any airfield to pass distress information to the F.I.C. and for them to authorise a search, although if I had any idea of real trouble to an aircraft I would commandeer or engage anyone available to go and look. I wouldn't sit and wait for Salisbury to take action.

Although the R/T indications were that SEEDY intended to land at Ndola, I was not alarmed at his non arrival. As I say, he could have changed his destination at the last minute. I discounted radio failure knowing the array of equipment carried on V.I.P. aircraft, although I realize that there could have been a complete power failure.

I have some aviation experience. I flew transports, fighters and bombers in the E.A.F. from 1937 until just after the war. I came to Rhodesia in 1949 and have worked as a controller and an airport manager since then. I have been an airport manager since 1951 and Airport Manager, Ndola, for 6 years.

Question Are you satisfied with Mr. Martin as a controller?

Answer He has been here for 18 months. I know that he does not impress personally, but in my experience he has been reliable. He spent some time with B.O.A.C. so he understands the other sides' point of view. He was an airborne wireless operator I believe. He has never given me cause for complaint.

Question Did Mr. Martin originate the HICERFL message?

Answer I told him to get an HICERFL out as we were not certain what had happened.

Question Are you aware of a considerable delay - some 34 minutes - between the time of origin of this message and its despatch, and do you know the reason for this?

Answer I realize that there was a delay and I do not know the reason.

Question Do you have confidence in your communicator, Goodbrand?

Answer Yes, he is very good and if he says the delay was not in his ATE I would believe him. I would say it would take him rather more than 3 minutes to get from the control tower to his set and file and send the signal.

Question Do you know that the "any news" signal was originated after the INCLRM signal but was transmitted first?

Answer Yes.

Question Do you remember anything about the aircraft you heard overhead?

Answer Yes. It sounded reasonably high and directly overhead, although I was on the telephone. I remember thinking "There he is".

Question Did you consider asking the American service aircraft crews for search assistance?

Answer They did not actually approach me until the full search was being arranged. Then Lt. Col. Gaylor came forward and said "Count us in". We decided that their DC3s should cover the Congo territory.

Question Why did the search of the 2 Provosts cover the North and South sectors of the 50 mile radius area?

Answer I don't know. I understand that the D.I.C. telephone call authorising the search mentioned these sectors but that the confirmatory signal (C742Z) did not.

Question Was there an ALBINA or LARRESM message sent from Ndola?

Answer No.

Signed J.H. Williams.

VICTOR FREETH, Senior Radio Technician, Nicola Airport, STATES:-

Although I was not on duty at the airport on Sunday I was there available if required.

I can certify that all radio aids to air navigation at Nicola as well as all aeronautical telecommunication equipment were operating satisfactorily and were serviceable on Saturday morning 16th September and on Monday morning 18th September.

There was no report of any unserviceability of any of the equipment during the weekend.

Signed. V. Freeth

M

DAVIDSON SIMANGO, charcoal burner of Chilubo African Town, ...

On the night of Sunday 17th September I was laying down near my work in Ndola West Charcoal Compound. Some time in the middle of the night I heard the noise of aircraft engines very loud. I looked up and I saw lights. One red and white flashing light and other lights. I saw what I believed to be 2 airplanes. They were close together. They were travelling on what is told me as 347°E. They were at a normal height. But the noise was very loud.

The noise faded away and two or three minutes later the noise gradually got greater again until it was again very loud. I stood up and looked toward the noise. This was on a direction of what I am told is 227°N from my position.

I saw a white flash and it went down and there was a very very loud noise, an explosion.

I thought it was an airplane with bombs and was going to run away. Then I thought there were 2 airplanes that went over and only one came back. If I run I might run into the second one coming back with bombs. So I lay down here and covered my head. I stayed here the night. The noise of the engines stopped at the same time as the flash and the explosion.

Signed. Davidson Simango

MARIE MAZIBISA, President of the Charcoal Burners' Association, of Chifuba Location, Ndola, adds to his previous statement:-

On Sunday night 17th September at about 10 past midnight, I was on my coup attending to my business when I heard aircraft overhead. I saw some lights in the sky which I thought were two airplanes about 100 yards apart, one behind the other.

I saw something like 6 lights altogether they were all flashing, some were red others were white and green and something like blue. These airplanes were not very low but were at a normal height. They went right overhead.

A few minutes later, at 15 minutes past midnight as I was lying down, I heard a terrible noise and a very bright light on the ground about half a mile away from me. The first noise was like blasting and then there were many more smaller noises.

I was frightened. I have heard of things happening in the Congo. So I took my blankets and went away from there to my home.

I think several of the lights appeared to be catching up the lights in front. I looked at my watch and it was 15 minutes past 12. This was just after the explosion.

Signed. Marie Mazibisa.

7
DAVID LYON BERMENT of Tankey Fountain Road, Moola West, S.S. 113:-

On the night of Sunday 17th September at around midnight, my wife and I were awakened by the roar of an aircraft which was low enough and loud enough to cause the house to vibrate. I believe it was travelling roughly South to North. It was a heavy big machine and though the engines appeared to be smooth they sounded as if they were under considerable power.

My wife and I are used to aircraft passing overhead, but this one woke us both and we remarked upon it. I have never noticed an aircraft apparently as low as that one was.

Signed. D.L. Berment

Private M.G. VOSLOO, soldier in the Rhodesian Army, STATES:--

During the night that I now identify as the night when Mr. Hennarskjold was killed in an aircraft accident I was on guard duty at Mokambo Camp. I did not have a watch but at a time which I estimate at between 10 and 12 o'clock p.m. I heard the sound of an aircraft which appeared to be travelling in a southerly direction. I heard this sound for about two minutes and when I looked for aircraft lights I could not see any. In my opinion it sounded like a two engine piston powered small aircraft. The sound impressed me as if the aircraft was flying fairly high.

00-Ric?

Mokambo Camp is located on the Rhodesia Congo border near Mufulira.

I was on duty that night between 10 and 12 o'clock p.m. and my observation of the sound of an aircraft was nearer the time I came on duty. I did not hear any other aircraft noise while I was on duty.

Signed M.G. Vosloo

2456

STATEMENT BY THE RT. HON. LORD ALPORT, T.D., BRITISH HIGH
COMMISSIONER IN THE FEDERATION OF RHODESIA AND NYASLAND.

I have no direct knowledge of Mr. Hammarskjöld's intentions on the night of Sunday, 17th September. I was informed by Lord Lansdowne, however, that Mr. Hammarskjöld intended to travel to Ndola from Leopoldville in a plane which was to follow Lord Lansdowne's.

If the Board wishes a statement with regard to Lord Lansdowne's movements, I will willingly get in touch with him and obtain a personal statement from the Under Secretary of State.

Signed. Alport

28th September, 1961.

MICHAEL TOM GARY, Assistant Superintendent, C.I.D., Northern Rhodesia Police, STATES:-

On Monday 18th September, 1961, at 0001 hours, I was on duty at the Ndola Airport. My duties were part of V.I.P. protection arrangements for a number of personalities, including the late Mr. Dag Hammarskjöld and Hoise Tshombe of Katanga. Shortly after 0001 hours I heard an aircraft overhead flying from East to West. I did not see the aircraft. Shortly after 0300 hours I went off duty.

At 1510 hours the same day I was in my office when S/Insp. D. Appleton informed me that charcoal burners were at Dola Hill Forest Station and had claimed that they had found an aircraft. I left immediately in Ndola 5 (Landrover) with S/Insp. Wright, D/Insp. Lowe and Damp, and D/Sgt. Chandicka. I arrived at Dola Hill Forest Station at 1515, and picked up Jecki Mubanga, a charcoal burner and gave instructions to two other charcoal burners to await the arrival of other police cars.

Jecki Mubanga led us in from the Luanshya Road. En route I radioed Information Room to have an ambulance and fire tender standing by. We arrived at a spot in the bush at about 1545 hours where Mubanga asked us to stop. We got out of the vehicle and ran through the bush for about fifty yards when we came on the wreck of the aircraft. I saw three bodies in the wreckage. They were obviously dead. Almost immediately S/Insp. Wright shouted to me that he had found someone alive. The ambulance was radioed for immediately and D/Insp. Lowes was despatched to guide it in. S/Insp. Wright covered survivor with his tunic and we found sheets to cover him later. Water was found in a container (metal) in the aircraft wreckage. It was tasted by Wright first and then administered to Julian, the survivor.

I saw a body near to Julian, it bore an identity tag "Dag Hammarskjöld". He was dead. I went around all the wreckage to look for other survivors. I instructed other officers to do likewise; and only to touch the wreckage if it was necessary to look for bodies. Africans present were instructed to search surrounding bush for likely survivors.

The Ndola Municipal Ambulance arrived at about 1558 hours and

two ampoules of morphine were given to Julian, and he was despatched to Ndola Hospital with S/Insp. Allan. Shortly afterwards the following arrived:- Messrs. M.H. Myer and T.K. Parkes of Civil Aviation, Flt.Lts. R.S. Saunders and R.A.S. Taylor of R.A.F. and Major Forbes-Lyresby, doctor, of Federal Army. They examined the scene.

Shortly afterwards Col. Matlick and two U.S.A.F. airmen arrived. They were not allowed in the area of wreckage.

Mr. J.A.P. Kins, Force photographer had arrived on the scene at about 1610 hours and was asked to take photographs of the bodies before they were removed.

At about 1620 hours, Drs. Heap and Hammond arrived and I received permission for removal of bodies, this because of the rapid rate of decomposition in the local climate. This was supervised by I/Insp. Gange, helped by Drs. Heap and Hammond, and others.

I was told by officers that arms and ammunition were in the wreckage. I instructed that they should not be removed, but left for the inspection of the official investigation team.

On the advice of the R.A.F. Officers I instructed Insp. Johnston to take possession of one cryptos machine found at the scene.

The fire tender arrived at about 1655 hours and the Deputy Chief Fire Officer was asked to drench down part of the body of No. 9 which was completely disintegrated and still burning.

At about 1700 hours I received information that the Press would be arriving on the scene, and that they would be allowed to take photographs. As many bodies as possible that had been removed were covered with sheets found in the wreck and blankets from the Federal ambulance. Mr. Hammerskjöld was placed in an ambulance with another body and despatched to Ndola.

At about 1720 hours the first Press members arrived and were instructed by me they were not allowed inside the area of burning but must stand outside. Thereafter other members of the Press arrived and were given the same instructions. Uniform officers ensured that the Press touched nothing in the wreck.

From my observations at the scene I can say that two bodies had safety belts fastened. They were those of No. 1

(Pvt. Per Edvald Persson) and No. 11 (Lars Litton). I have also recovered certain safety belt buckles from the scene. Three of them contained burnt and charred material in them similar to belt material. They were found directly at the points where bodies 7, 6, and 5 lay. All buckles were in closed positions. I also found a buckle at position of body No. 3. It had no material in it but was in a closed position.

I left the scene after all the bodies had been removed, which had been found. The time was after dark - about 1820 hours. I handed over command to C/Insp. Wade and told him to keep unauthorized persons off the wreck. At that time 14 bodies and one survivor had been found. I was not aware of the number of passengers in the aircraft.

I have seen the positions of the bodies as marked by D/Insp. Gange at the scene. I agree with them in respect of those which I particularly observed.

With the aid of officers who removed the arms from the scene after inspection by the official accident investigators, D/Insp. Gange and I have plotted the position of the arms on a plan. I am satisfied the positions are correct.

Fire damaged magazines and expended rounds have been removed from the vicinity of body No. 1 (Pvt. Per Edvald Persson), Square Ref. D.37 on grid plan.

A magazine and spring were found in square C.40 in grid plan.

Expended rounds and cartridge cases were found where body No. 9 (Mr. Weischoff) lay. Square Ref. F. 32 on grid plan.

Expended rounds and cases were found where body No. 3 (Mils Wilhelmsson) lay. Square Ref. E.36 on grid plan.

Ammunition was found where body No. 2 (Sgt. Hjelte) lay. Square E.39 on grid plan.

Expended rounds and cases were found where body No. 14 (Francis Rivers) lay. Square Ref. E.37 on grid plan.

All arms and ammunition have been, and will be, handed to Mr. R. ELS of G.I.D. H.Q., Northern Rhodesia Police, and he will submit a complete report.

Question Do you believe that the arrangements made to prevent unauthorized people from entering the wreckage area were satisfactory?

Answer The arrangements included a port branch barrier, eventually replaced by a port rope barrier. A police cordon was replaced on Tuesday 19th September by a permanent guard supplied from a mobile unit platoon which camped at the site. Arc lamps were provided to illuminate the crash site at night. Guards were posted at the Kumbira road turn-off to the crash, and at a crossing of bush tracks nearer the site. My personal experience covers Monday 18th from about 1545B hours to about 1820B hours when the uniformed police took over responsibility. During that time, all unauthorized persons were kept outside the main wreckage area. As far as I know there have been no complaints that anything has been touched.

Signed. E.T. Cary.

POSYLIV B.M.D., charcoal burner of Kamalasha Compound, who has been sentenced for theft from the aircraft crash, STATES:-

It was on the night of Sunday 17th September, probably at about midnight, and as I was sleeping near my work in the bush, my friends woke me up.

When I woke up I heard some bangs, some like blasting and some like guns. I asked what was happening and I was told that one friend had seen one airplane and later he could not hear the noise of its engines but he heard the noise of trees being cut down by it.

Which friend?

The following morning, maybe at about 0630, we went to the place where we had heard the noises. We came to the burnt airplane. There were also burnt bodies. The fire was not still burning and the bush fire was also finished.

I did not see anyone alive there.

One friend of mine took a box from the place. Then we left. I did not report the crash as I was frightened.

Daka

Banda does not write the above was read over to him and he agrees it to be correct.

Signed. J. Evans Wg. Cnd.

LESLIE HENRY COCK, Reserve Assistant Inspector, Northern Rhodesia Police, and valuation officer, Northern Rhodesia Government, STATES:-

During the evening and night of Sunday 17th September, I was acting as a security guard near the South West corner of the Ndola Airport control building.

At 00.05^{hours}/on 16th September I heard what I took to be a heavy piston engine aircraft, apparently travelling from East to West, passing over the airfield at an altitude consistent with an intention to land at Ndola. I did not see the aircraft lights but I only glanced up once.

The engine noise sounded normal. There was nothing unusual about it. I did not hear the sound of any other aircraft flying at this time. I am certain my timing is correct as I checked with my watch. We were expecting an aircraft at 0020 hours.

Some time later (estimated at 0025 to 0030 hours) while facing West, I saw a flash which illuminated the sky on the horizon. I remarked that there was lightning, although the flash was not brilliant but rather yellowish in colour. The flash was momentary, and it was not possible to pinpoint the source. The appearance was that of sheet lightning except for its colour.

I did not hear any explosion or gunfire at all that night.

Signed L.H. Cock.

RAYMOND JOHN GIBB, Detective Senior Inspector, C.I.D., Northern Rhodesia Police, SMILES:-

On Sunday 17th September, 1961, I was on security duties at Ndola Airport. Around midnight I heard the sound of 'plane engines approaching from the East across the airfield. At this time also a bell rang near the Customs offices where I was standing. I looked up and saw a flashing red light on the plane. The flashes were constant. I watched this light continue in a westerly course and then, as I thought the plane was coming in, I moved to my duty station. No plane landed at this time. The aircraft passed almost over my head. It sounded quite normal and there was nothing unusual about its height or speed. I only saw the one light. I neither heard nor saw any other aircraft flying at this time.

On Monday 18th September, 1961 a report was received that the wreckage of an aeroplane been located in the Dola Forest Reserve area. As a result of this report I went to the scene with Asst. Insp. Robinson and Pollitt. Whilst travelling to the scene we were stopped by an ambulance driver and Doctor Hoop together with Air Force officials who wished to be directed to the scene. By means of radio contact with Ndola Information Room this was done.

On arrival at the scene at approximately 1620 hours, I reported to Mr. H.F. Cary, the senior officer present, that I had arrived with Mr. Hoop. Dr. Hoop then began an examination of all bodies that had been found whilst Mr. Mans, the Force Photographer, and myself made a record of the positions which were photographed. Because the bodies had been exposed to the heat for a number of hours and it was beginning to get dark instructions were given for them to be transferred to the Ndola Hospital. With other officers who were present I placed each body on a stretcher and had it taken to Ndola by means of ambulance and Police transport. Identification of each body was made by means of the sequence of photographs taken by Mr. Mans. These positions have been verified by other officers who were present.

Body positions and identification numbers are as follows -

(a) At position No. 7 was the body of a man lying face upwards. His clothing had been burnt away apart from shreds

of a jacket and trousers. This body was severely burnt around the head and chest. The body has now been identified as that of Mr. Vladimir Fabry.

(b) At position No. 10 was also the body of a man lying face upward. He also wore severely burnt but still had shreds of clothing adhering to the body. This body has been identified as that of Miss Erik Ahrens. Was?

(c) The body of Mr. Kalmarskjöld was lying on a stretcher where it had been placed by S/Insp. Wright. The position where the body had been found was pointed out to me by this officer. It is shown on the plan as No. 9. The area where the body had been lying was not burnt.

(d) At position No. 3 was the body, very badly burnt, of a male lying face upward. It was found that the seat belt was in the fastened position around this body although the fabric was burnt away. Later exploded cartridges were found at the point where the body had been lying. This body has been identified as Capt. Miss Wilhelmsson.

(e) Position No. 5 revealed a badly burnt European male body with the legs completely burnt away from the top part of the body. This was apparently due to the fact that the seat of the aircraft had slowly burnt away underneath the trunk. The safety seat buckle was found on the body. It has been identified as that of Harald Mork.

(f) Body No. 4 was partly hidden by wreckage of the 'plane. It was lying face downward. On removal of the wreckage which was covering the top half of the body, it was found that the top part of the head was missing. The body was badly burnt but shreds of clothing were still present. It has been identified as Captain Per Wallengryst.

(g) Body No. 6 was found amidst wreckage lying face downward. It was whole but the total skin area was burnt. All clothing was burnt away. This body has been identified as that of Serge Barrau.

(h) Body No. 11 lying face upwards, was badly burnt but it was noticeable that the head had been crushed. The safety belt was fastened around the body and had to be released before removal of the body which has been identified as that of Lars Litton.

(i) At position No. 13 was found the remains of a completely burnt body which I took to be that of a woman. There was nothing left by which this body could be identified apart from the fact that it was that of a woman and it has now been identified as that of Alice Lelande.

(j) At body position No. 1 a bayonet was found alongside the body. There was also a quantity of exploded ammunition. The safety belt was fastened in position. The body has been identified as that of a Swedish soldier, Pvt. For Edvard Persson.

(k) At position No. 14 was found the charred remains of a body. This was placed on a stretcher and removed. Later exploded ammunition was found at this point. The body has been identified as Francis Livers.

(l) At position No. 9 the wreckage was still burning. By means of extinguishers the fire was put out and it was found that it was in fact the body that had been burning. Parts of the skull and trunk were found and removed. Later at the point was found a safety seat buckle with fabric still under the fastened. A number of exploded 9 m.m. cartridges were also found together with a .38 revolver. The body has been identified as Dr. Reinrich Weischoff.

(m) Body No. 2 was then located. It was not photographed. The body was in a crouching position alongside a wing and was severely charred. On removal of this body was found a .38 revolver. The body was identified as Sgt. Stig Oler Hjelte.

(n) Lastly, at position No. 12 in the smouldering part of the wreckage was located the body of William Ranallo. This body also was completely charred and burnt away. No photograph was taken.

(o) Body No. 15 was found the following day, Tuesday 19th September in a depression covered by wreckage of the aircraft and other debris. This body was not badly burnt but was not found the previous evening due to the fact that it was covered by heavy debris. Several fully loaded magazines of unexploded 9 m.m. ammunition were also found in this depression. The body has been identified as Carl Erik Rosen.

Handwritten:
11/9
1946?

(p) Position No. 16 was pointed out to me by S/Insp. Wright as the spot where he had found the survivor Sgt. Harold Julien. Between this position and the rudder of the aircraft was found a .38 revolver. A further .38 revolver was found at position marked on the scale plan G.57.

On Tuesday 19th September, 1961 I drew a rough sketch plan - not to scale - indicating the positions of the bodies in relation to the wreckage and line of flight. Further, with the aid of the officers concerned, I have plotted the positions of firearms and ammunition found at the scene. These positions are shown on the grid plan of scene attached to this report. They are as follows -

- (i) Machine gun No. 11871 B found at point E.34
- (ii) Machine gun No. 392524 B found at point E.36
- (iii) Revolver No. 56427 found at point C.57
- (iv) Revolver No. 998723 found at point F.38
- (v) Revolver No. 176197 found at point F.39
- (vi) Revolver No. 751009 found at point E.39

Ammunition has been recovered at points E.36, E.36, D.57, F.38, E.39. At point E.35 five magazines of 9 m/m ammunition, unexploded, were found. At point D.57 there were five magazines containing exploded 9 m/m ammunition. Also at point F.38 a quantity of 9 m/m exploded cartridges were found. These firearms and ammunition have been handed to Mr. Elis, Police Headquarters, Lusaka, for examination.

I later identified the bodies to Messrs. Ross, Stevens and Hilsden-Smith, the Pathologists and indicated where each body had been found in relation to the wreckage, at the scene.

Signed. R.J. Gange

D/S/Insp. 780

FREDERICK JAMES ANDREWS, Reserve Inspector, Northern Rhodesia Police, and also Acting Headmaster Kansenji Primary School, STALE:-

Met on 17th
was Day H.

On the night of Sunday 17th September I was on police security duties at Kela Airport. At precisely 0055 hours I was walking across the tarmac towards the control tower when I heard the noise of what I took to be a medium to heavy piston engine transport plane. It was approaching from the East and passed almost overhead, near the runway, heading West. I saw for certain more than one red light and they were flashing alternately. There was nothing significant about the noise, the altitude or the speed of the aircraft.

I presumed it was the one we were waiting for and thought that it was preparing to land.

I neither saw nor heard any gunfire or explosion or flash nor did I hear or see any other aircraft in the sky.

Shortly after this aircraft passed overhead, Lord Lansdowne's aircraft took off. I thought at the time that the aircraft which we were expecting was probably waiting for the one to take off before it landed.

I continued with my duties until released.

Signed. F.J. Andrews.

DAVID JOHN FREDERICK BUCHANAN, Detective Inspector, Special Branch,
Northern Rhodesia Police, STATES:-

On the night of Sunday 17th September I was on duty at the Provincial Commissioner's residence, when just before midnight I heard the sound of what I thought was a rather large piston engined aircraft. It sounded as though it was climbing. Its height and speed were not unusual.

I looked up and saw a steady red light high up and about mid way along the aircraft. I also might have seen a green wing light.

The aircraft was travelling from Mola airport direction towards Lafulira, roughly North-North-west. The sound faded and I thought no more about it.

At approximately 0010 hours I saw a flash in the sky in the same direction that the aircraft had gone. It was a wide-spread white flash. There was no sound of any explosion or gunfire and I only saw it because I happened to be facing that direction. I thought it might have been lightning.

I did not hear or see any other aircraft flying at about that time.

Signed. D.J.F. Buchanan.

D/Insp. 687

WILLIAM JOHN CHAPPELL, of the Raylton Club, Ndola, STATES:-

On the night of Sunday 17th September I was in my flat above the Raylton Club, and at about 0030B I heard the noise of a heavy aircraft passing over in a North Westerly direction. I saw 3 lights, one white, one red and one green and they were steady.

The engine noise sounded normal and the aircraft appeared to be in normal flight at the normal circuit height. I should say it was preparing to land.

The aircraft went out of sight and about 15 or 20 minutes afterwards I heard a double bang and then a single bang. The reports were sharper than blasting - more like cannon shots. They were louder than a backfire.

At about the same time as the aircraft passed by I heard the sound of what I thought was a jet aircraft in the air. It is possible to hear aircraft engine noise from the airport in my flat.

Signed W.J. Chappell.

Comment regarding Statement No. 47. Lt. W.J. Chappell.

During the recording of the statement of Mr. W.J. Chappell he was heard to say that he would not know the difference between the sound of a jet aircraft and a piston engined aircraft.

At the conclusion of his evidence he was asked if he had heard more than one aircraft in the air. He answered that he had also heard the sound of what he thought was a jet aircraft.

These two remarks were not consistent.

Signed. E. Evans. W. Cdr.

T. Nylén.

JOHN ALFRED MADE, Chief Inspector, Northern Rhodesia Police, STATES:-

On Sunday 17th September I was on security duties near the Control building at Ndola Airport.

Just after midnight I heard an aircraft approaching. The engine noise was smooth and sounded like a four piston-engined plane.

I saw the silhouette of the plane. It was, in my opinion, a 4 engined aircraft and it was reasonably low, about 4-5,000 feet up, and appeared to be travelling fast for an aircraft near an airport.

I saw two red lights, one of them was on the tail and one on the starboard side I believe. They were flashing alternately. Possibly only one of these lights was flashing. I watched the aircraft until the lights were nearly out of sight. It appeared to be descending gradually all the time. It was on an apparent straight course towards Kitwe (290° True).

I did not hear any other aircraft in the air at this time, nor did I hear any explosions or gunfire. I did not see any flash or glow that I associated with the aircraft. I left the airport at about 0230E.

The following afternoon at about 1540E I heard of the finding of the crash and went to the scene. I arrived there at about 1615E, as the ambulance left with the survivor, Julian. Asst. Supt. Cary instructed me to keep the site clear of unauthorised persons. I organised a sapling barrier pending the arrival of crowd control ropes. Arc lamps were also available. Just after 2100E I handed over to Asst. Supt. Edney of Mobile Unit.

In my opinion there were enough C.I.D. and uniform officers to keep unauthorised people away and to safeguard the wreckage.

Signed. J.A. Made.

DAVID RUDLEY LOWE, British Overseas Airways Corporation, District Sales Manager, Northern Rhodesia, STATES:-

I am a Police Reserve Assistant Inspector (Special Branch) and on the night of Sunday 17th September I was on duty in the grounds of the Provincial Commissioner's house.

At about midnight I heard the sound of what I took to be a DC6. It was travelling in a westerly direction, slightly South of where I was standing. The engine noise sounded smooth and normal. I would say the engines were under normal cruise power and the aircraft was travelling rather faster than a normal circuit speed. It appeared to be flying at a constant altitude.

I certainly saw a green light and a white light which I took to be a wing light and a tail light. I would say that they were flashing, but this could have been an illusion due to the branches of the trees in the grounds.

I definitely did not hear any other aircraft airborne at this time.

At 0007B, by my watch, I saw what I took to be the flare up of a bush fire in the Kitwe direction. It had a distinct reddish orange tinge and I thought the rising wind had caused it. I did not connect it with the DC6 at all, and cannot state any time interval between the aircraft passing and the flare up. I did not hear any gunfire or explosion at all at this time.

Signed. David D. Lowe

M.A. BRACHE of Research Department, R.B.H.D. Co. Ltd., Broken Hill, STATES:-

This afternoon I spoke to a member of the Ndola Police on the telephone and at the end of our conversation I was asked to send you a letter repeating what I had said over the telephone.

At 0400 hrs on 18th September, 1961 (Monday) I was filling up with petrol at Ndola, so it must have been $\frac{1}{2}$ to $\frac{1}{2}$ an hour earlier that I saw a blaze in the Dola Forest Reserve. I cannot be sure of the exact distance from Ndola but it was (before I saw the lights of that town) perhaps seven (7) miles. The blaze was not big as bush fires go but, of course, I do not know how long it had been burning. I could smell a slightly pungent odour (perhaps unpleasant is better than the word pungent) from the fire through my open driving window which, incidentally, was away from the fire, my car having a L.H.D. The smell was not the usual one of a bush fire so I inferred that perhaps there were different or special trees in that area. The blaze which appeared to be no more than one quarter of a mile off the road, stretched from the ground (included what looked like an ant heap) to just above the trees with a width of, I estimate, 40 yards.

I did not stop but carried on towards Ndola. My first thoughts were to report the fire since it was in a forest reserve, but on second thoughts opined that the fire spotter would surely report the fire.

I hope that the above contains some useful information, however small it may be.

Signed, M.A. Brache

DAVID JOHN APPELTON, Senior Inspector, Northern Rhodesia Police, STATES:-

On 18th September, 1961 at 1800 hours I received information that a number of bodies removed from the scene of the aircraft accident near Dola Hill, approximately eight miles from Ndola, were being removed to the European Hospital, Ndola. I went to the European Hospital and stationed myself in the European Mental Annexe. At approximately 6.45 p.m. a number of bodies started arriving in both Police and Hospital transport. On arrival at the Mental Annexe, assisted by Drs. Gibson and Heep I searched each body and placed objects removed from the bodies in containers, each of which bore a number which was duplicated on a piece of paper attached to the body. During the evening I received a total of fourteen bodies, one of which was later identified as being that of Mr. Dag Hammarskjöld, which was placed in the European Hospital mortuary refrigerator. The remaining thirteen bodies all bore a number referred to above and were removed to the premises of Sunspun Bananas Ltd., in the Ndola Heavy Industrial Site where arrangements had been made for them to be kept in cold storage. A guard was mounted both at the European Mortuary and at the Sunspun Bananas premises throughout that night and was in fact mounted over the bodies wherever their location. Until the night of the 25th when they were removed to Ndola Airport in their coffins they still bore the number affixed to them on the 18th September.

On 19th September, 1961 another body was brought from the scene of the aircraft accident direct to Sunspun Bananas Ltd., where the body was placed in cold storage with the others. I retained possession of all objects removed from all bodies in their numbered containers.

On the morning of 21st September, 1961, Squadron Leader Stevens of the Royal Air Force, accompanied by Drs. D. Ross, Federal Pathologist from Salisbury and Dr. J. Hillsdon Smith from Lusaka commenced postmortems on the bodies. These bodies were dealt with in detail by the pathologist in the following order and were identified by the following means :-

Body No. 8, identified as Mr. Dag Hammarskjöld by Col. Egge, who knew Mr. Hammarskjöld personally, in my presence and the

presence of the pathologist. A number of articles, including a wristlet identification tag bore the name "Dag Hammersjkoeld" and inside the inscription "Grateful Bill", also supported the conclusion that the body was that of Mr. Hammersjkoeld.

The next body dealt with was that from which a metal identification tag had been removed bearing the number 410406-755. This tag was later identified by the Swedish Army in Stockholm as belonging to Private Edvald Persson. This body bore the Police No. 1.

The next body dealt with bore the tag 391126-843, which was identified by the Swedish Army authorities in Stockholm as being that of Sgt. Stig Olof Hjelt. Police No. 2.

On 22nd September, the body bearing the Police No. 7 was identified by means of a gold signet ring removed from the ring finger of the left hand bearing the monogram "VF". This ring and monogram have been confirmed by United Nations, Geneva, as belonging to Vladimir Fabry.

The next body dealt with was that of Police No. 10, which was identified by means of one platinum ring bearing the inscription on the inside "18/6/60 Eva". Also recovered with this body was one shoulder epaulette, black, bearing four gold stripes and a United Nations emblem and a Transair eagle badge. This body was later identified by virtue of these items as being that of Capt. Erik Ahrens.

The next body bore Police No. 15 and a ring bearing the name "Elsa 19-5/4 - 61". This ring was later identified by the Swedish authorities as belonging to Carl Erik Gabriel Rosen, who is classified as a Swedish Lieutenant who was travelling on the aircraft in the capacity of radio operator. He did not, according to the Swedish authorities, form part of the official crew but was travelling in the capacity of a United Nations official.

On 23rd September, body bearing Police No. 13 was identified as being that of a female and the official passenger list of this aircraft showed it only carried one female passenger - Miss Alice Lalonde. Teeth were removed from this body but as yet no

dental plan has been received from the Canadian authorities for checking purposes.

The next body bore Police No. 11 and a gold ring bearing the following inscription "51/12/55 Ulla" was removed from the left hand ring finger. This has been identified from Sweden as belonging to Lars Litton, who was a member of the crew.

At this stage information was received that Harold Julian had died in the European Hospital at Nola, having previously been removed there on the 18th September alive but seriously ill. Identification of this man was straightforward as he had been identified to the hospital authorities by his wife who has been flown out from America whilst he was still alive. His body was labelled Police No. 16.

The next body bore Police No. 5 and was identified on his physical appearance by Capt. Persson of Transair as being that of Harald Noork, the purser on the aircraft. This was confirmed by the finding of a ring under the body at the site of the air crash which bore the name "Ingerborg" which was confirmed by Sweden as belonging to Noork.

The next body bore the Police No. 12 from which had been removed a medallion and chain bearing the inscription on one side "St. Christopher protect us" and on the other side an inscription "To Bill from Mum and Dad, 12-25-56". This medallion has been identified by United Nations, New York, as belonging to William Kanalic, Personal Secretary to Mr. Dag Hammarskjöld.

The next body bore Police No. 3 and was identified by a quantity of United Nations clothing, United Nations badge and a Transair uniform, which by process of elimination, indicated that he was the only member of the crew remaining but had no positive means of identification on him and that he must have been Capt. Eils Goran Wilhelmsson. A dental plan was obtained for this man and a check on the teeth removed from the body indicates a very good similarity between the two which corroborates the previous finding through the clothing.

The body bearing Police No. 14 was next dealt with and

teeth were removed but no dental plan has as yet been received in respect of Francis Rivers. This is the only body in the whole case in which no degree of identification has as yet been received and owing to the absence of objects on the body, by process of elimination this man becomes the only unidentified body out of a total of sixteen and through verification of the passenger and crew list on board this aircraft the logical conclusion must be that he was Francis Rivers.

The body bearing Police No. 9 was next to be examined. This body was probably the most badly mutilated of them all and really basically there was only the lower part of the trunk. However, embedded in the charred flesh at the rear of this lower part of the trunk was a part of a cheque book cover bearing the words "Corn Exchange Bank" and a cheque book stub bearing the number 3426. Also embedded in these remains were a number of keys bearing numbers. These keys, together with the cheque book stub have been positively identified by United Nations, New York, in the case of the keys, as being those belonging to Dr. Henrich Weischhoff and the cheque stub was also issued to this man. This can be regarded as a positive identification.

The next body bore Police No. 6 and it was ascertained that there was only man of coloured extraction on the aircraft and in the opinion of the pathologist, from fragments of skin removed from the body, the body was that of a coloured man named in the passenger list as an American security guard Serge Barreau. Teeth have also been extracted from this body and, whilst we have a dental plan received from United Nations, New York, a dentist at the European Hospital, Hôla, is unable to understand this dental plan as it apparently conforms to some United States Army system known only to them. However, clarification is being sought but in the absence of this I consider that the fact that the body is that of a coloured man and it has been established that only one coloured was on board the aircraft this is conclusive.

The next and last body to be examined was that bearing Police No. 4. This is considered to be the body of the Captain of

the aircraft, Capt. For Hallonquist and was identified by a fragment of blue and white underpants recovered by me from the body and also one plain gold ring inscribed on the inside, "Kajken 19-7/6-47" which was later confirmed by the Swedish authorities as being the nickname and date of engagement of Hallonquist's wife. It has also been confirmed that he was in possession of a pair of blue and white underpants.

In conclusion I would state that on the authority of the Senior Provincial Commissioner, whom I understand received authority from the Administrator-General and the Governor of Northern Rhodesia, items of value described above, such as rings, etc., have been returned to the appropriate United Nations authorities for onward transmission to relatives and are no longer held by me. Throughout the entire investigations the bodies were in my charge as were the exhibits referred to above and in my opinion the identifications made are conclusive. The only points unconfirmed at present are the dental plans referred to and the sworn air authenticated final passenger list which I consider necessary in view of the fact that a number of above identifications depend on elimination either on the grounds of colour, sex or number, and to this end United Nations Security Officer Victor Bourque has taken to the airport building on our behalf a number of certificates to be signed and sworn to in Leopoldville by persons who saw people they can personally identify board the aircraft and saw the doors shut for the last time. He has been requested that once he has obtained this information to forward it as soon as possible to police at Ndola.

Signed, I.J. Appleton

27th September, 1961

I am the holder of Swedish A/E licence (Class II) No. 464 valid from 1/7/61 to 30/6/65 in respect of Douglas DC3, Curtiss C46 and Douglas LC6 aircraft. I am employed by Transair as a maintenance engineer at Leopoldville.

On Sunday, 17th September, 1961 SE-BDY arrived from Elisabethville at Leopoldville between 9 and 10 a.m. local time. After landing, the Flight Engineer, Mr. Wilhelmsson, instructed the maintenance engineers to look for bullet holes in the aircraft as he thought that the aircraft had been fired on when leaving Elisabethville. There were eight mechanics on duty at that time. I started my inspection from the port wing tip and worked inwards towards the fuselage. When I reached the No. 2 engine I discovered a bullet hole in the engine cowling and I drew the attention of the foreman, Mr. Frygevason, to this. I attach a sketch showing the approximate position of the bullet hole. On opening the cowlings I found that the top shroud and the exhaust stack of cylinder No. 6 were damaged by the bullet. It had penetrated the shroud and then ricocheted off the exhaust stack which was cracked and dented. The bullet itself could not be found. I estimate the diameter of the hole was approximately 10 mm. I was required to assist in refuelling and other mechanics completed the inspection of the aircraft and undertook the repair work on No. 2 engine.

I supervised the refuelling of the starboard wing tanks of SE-BDY. After refuelling the following quantities of fuel in U/S gallons were in the undermentioned tanks:-

No. 3 main tank	- full
No. 4 main tank	- full
Auxiliary No. 3 tank	- 216 gallons
Auxiliary No. 4 tank	- 320 gallons

These quantities were measured by dip stick. This refuelling was completed between 11 a.m. and 12 noon local time. The fuel was supplied by Shell from an underground hydrant through a refuelling unit using one hose to each wing.

Before refuelling started the Shell representative extracted samples of fuel from the refuelling unit in a glass jar

and presented them to me for inspection. They were clean showing that there was no water in the fuel. I carried out no further tests of quality on the fuel. The fuel being used was 115/145 octane. These figures are painted on both the hydrant cover and the refuelling unit.

The crew of the aircraft on arrival from Elisabethville consisted of Captain Ahrens, First Officer Litton, Flight Engineer Wilhelmsson, and Mr. Noork, the purser. Capt. Ahrens was sitting in the Captain's seat, i.e. the port side. There were also a number of passengers on board.

After completion of refuelling I left the aircraft and noticed it was then taxied to a position in front of the control tower. I do not know whether any special arrangements were made for the guarding of the aircraft. It has not been normal practice to guard the aircraft.

During the afternoon I was working on another aircraft when I was told SE-BDY was to depart within 20 minutes. There was a lot of speculation amongst the mechanics as to who was going on the aircraft and what its destination was. I was not required to be on duty for the departure of SE-BDY but when cars started to arrive at SE-BDY I walked over to witness the departure. I had my 8mm movie camera with me and took shots of Mr. Hammarstjöld and party embarking. I also obtained shots of Captain Ahrens, who was one of the last to embark. I saw Captain Hallonqvist, First Officer Litton, Flight Engineer Wilhelmsson, Mr. Noork enter the aircraft just before Mr. Hammarstjöld and party arrived. I did not notice who was sitting in the Captain's seat in the aircraft.

I undertake to hand over this film for the purposes of the investigation on the understanding that it remains my property and will be returned to me in due course. This film also contains shots of the bullet hole damage on No. 2 engine of SE-BDY.

I witnessed the departure of SE-BDY and everything appeared to be normal.

When SE-LBY arrived from Elisabethville on 17th September, 1961 Captain Mellonquist was definitely not on board the aircraft.

Signed, Olof Olsson

Signed in the presence of:-

M.C.H. Barber

A. Landin

B. Wirving

S. Persson

T.H. Nelson

Leopoldville
5th October, 1961.

SIVERT EDVALL TONE STATES:-

I am the holder of AIE licence Class II No. 398, Swedish, valid until 31.5.62 for the following types of aircraft : Curtiss C.46 and Douglas DC-6. I am also the holder of temporary certificate No. RF 126 issued by the Royal Board of Civil Aviation Sweden to act as Flight Engineer, valid until 30/9/61, during the period when the original licence is in Sweden for renewal or issuance of licence.

I am the foreman in charge of maintenance of Transair aircraft stationed at Leopoldville.

I arrived in Leo on 26th September 1961 to relieve Mr. Tryggvason who has returned to Sweden. I have no first-hand information regarding the aircraft SE-BDY.

At the request of Mr. Peche, I collected the documents in respect of the aircraft and handed them to Mr. Peche personally on or about 27 September 1961.

These documents I now identify:

1. A/C Techn. Report (Flight Log) Nos. 2460, 2462, 63, 64, 2464/65. (4 pages in duplicate)
2. Instrument Report DC-6. Nos. 2461, 2462, 2462, 2462, 2463, 2464, 2464, 2465, 2465 (9 pages)
3. Technical Inspection Notes made on A/C SE-BDY prior to departure on 17 September 1961 (1 page).
4. Technical Record of work performed on SE-BDY (date unknown) 1 page.
5. Inspection card showing that exhaust stack on cylinder No. 6, on No. 2 engine damaged by shooting was replaced on SE-BDY on 17/9/61 (1 page)
6. Record of work carried out on the last 125 hr. inspection on SE-BDY consisting of 9 blue cards and 27 white cards, plus one summary.
7. Requisition on S.M.A.-AFRI,UE for technical assistance during the 125 hr inspection on SE-BDY dated 23/8/61 (1 white and 1 yellow card)

8. Record of work done on L/C SE-BDY prior to departure on 17/9/61, showing disposition of maintenance personnel (1 page).
9. Flight logs nos. 2462, 2463, 2464, and 2465 from 2/9/61 to 14/9/61 (4 pages).

I also now produce sample check lists for the A/B & C line inspections for the DC-6 aircraft.

Although I was not in Leopoldville at the time, I believe that a check A was carried out on SE-BDY prior to departure, but the check list for this inspection is not available in Leopoldville.

The foregoing represents all the relevant documents concerning SE-BDY which were in my possession.

Signed. Sivert Edvald Torp.

In the presence of:

L.C.H. Barber

D.L. Landin

B. Virving

T.R. Nelson

Leopoldville 5 October 1961

K. Peterzen STATES:-

I am employed as a radio mechanic by Transair stationed at Leopoldville.

I have had Mr. Olsson's statement read over to me and I have nothing to add except that when SE-ELY took off from Leopoldville on Sunday 17th September, 1961, I definitely saw that Capt. Hallonquist was piloting the aircraft from the left hand seat.

Just before the aircraft took off I was in the cockpit of SE-ELY and I heard Capt. Hallonquist say to the radio operator, Carl Erik Rosen (a UN radio operator) who travelled on the aircraft that he could use the frequency of 11341 kcs after Luluabourg.

Signed. K. Peterzen

Signed in the presence of: M.C.H. Barber

A. Landin

B. Virving

J. Blanchard-Sims

Leopoldville
5th October, 1961

ADELIZ BRAHAM, PIC CONTROLLER, AT LEOPOLDVILLE, STATES:

I was on duty from 1200Z on the 17th to 1800Z and from 0600Z on the 18th to 1200Z, in the PIC. The aircraft SE-BDY departed Leopoldville at 1551Z on the 17th. Flight plan was filed before this giving the destination as Luluabourg. This flight plan was sent to the AFM at 1555Z and dispatched by them to Luluabourg at 1726Z. It was acknowledged by Luluabourg at 1728Z. I had no contact with this aircraft on HF. No request for news was received from Luluabourg. I did not ask for news as this would be for the destination station which I knew was not Luluabourg. I did not know the aircraft destination.

Signed. A. Braham

Leopoldville 5 October 1961

On Sunday, 17th September, 1961, I was on duty as air traffic controller at the Elisabethville Airport Control Tower, from 0800 to 2300 local time. At about 3:00 p.m. that day, the Fouga aircraft attacked Elisabethville Airport using bombs and, to the best of my knowledge, did not use machine guns. I saw this aircraft on a previous attack on Elisabethville and cannot determine if it carried any guns. During late afternoon of 17 September, I learned from Mr. Quijano-Caballero, the Chief of ITU Mission, that aircraft SE-EDY might land at Elisabethville Airport around 1900 local. However, I received no information on this possible arrival and, after checking with Kamina, I was informed that they had no reported aircraft. I maintained radio watch at Elisabethville Airport that day until 2300 local and received no information on this aircraft. At 2300 hours local, I was ordered by the military officer to turn off the auxiliary power unit as it was making too much noise and was interfering with military operations. From that time until 0100 local, I sat outside the control tower listening for the sound of aircraft engines and I did not hear any aircraft in the vicinity of Elisabethville Airport.

During the morning of 18 September, we turned the radios on at about 0800 local. As far as I can remember, I think that Mr. Caballero is the one who gave us the impression that the aircraft might be missing as he was so sure that it was coming to Elisabethville and he was continuously pressing us for news of the aircraft. At about 0800 local, I called Ndola on 5680 for news of the aircraft. The controller at Ndola replied that SE-EDY had reported over Ndola at 2210 GMT. He said this was the last transmission he had received from the aircraft and when I asked him the destination of the aircraft he replied he did not know. I called Salisbury on 5820 to ask for information on the aircraft and also to inquire from Livingstone if the aircraft had landed there. The reply was "no information". I also inquired with Kamina and Luluabourg, but could not get any news of the aircraft. None of these stations had any knowledge of the

aircraft destination. During that period, Leopoldville was inquiring from us concerning the whereabouts of the aircraft and we were acting as a relay to try to obtain news.

After these communications, we had to turn off the emergency power supply at about 0900 local and we did not come on the air until 1800 local the same day. This was done because there was no expected aircraft movement and also to avoid overheating of the diesel equipment. From this communications search, we assumed that the aircraft was lost and, at about 1700 local, we learned on the transistor radio "Voice of America" that the aircraft had crashed and that Mr. Hammarskjold was on board.

In all my communications with the various stations, the name of the Secretary General of UN was never mentioned and reference was only made to SE-EDY.

I would like to mention that emergency power was always available at Elisabethville when I was there except during late evening of the 15th of September, when the diesel engine stopped suddenly and water was found in the fuel. Emergency power was our only source of electrical power during the period I was at Elisabethville.

Signed. Alan Yeadon

Leopoldville,
3rd October, 1961

PETER BRICHANT, Controller in the tower at Leopoldville, STATES:-

I was on duty on the 17th of September 1961 from 1200Z to 1800Z. At approximately 1500Z, the captain of SE-BDY called me on the telephone and said that he was carrying out a special flight. He did not wish to file a flight plan. I suggested he files a dead plan for Luluabourg. He stated he had 13H 25 minutes endurance. I did not know his destination or that the Secretary General was on board. However, I saw Mr. Hammarskjold get in with a party.

The Captain informed me this would be a radio silence flight. I gave clearance for take-off on 118.1 and then had no further contact with the aircraft. I was also on duty from 0600Z to 1200Z on the 18th, and saw three messages that were received from Ndola and passed to the FIC controller.

Signed. Peter Brichant

Question: What do you know of security measures taken for the aircraft while at Leopoldville?

Answer: During the time I was on duty on the 17th, I did not see any guards around the aircraft although Transair personnel were working on it and several airport employees.

Leopoldville
5 October 1961

WILLIAM D. LITTLE, Shell Aviation Superintendent at Leopoldville,
Congo (Kinshasa), Belgium:-

I was away from the airport that day but L. Bonhaili was authorized to carry out control of refuelling. He is my assistant. Each day, a test of the fuel in each dispenser is taken for water and color, and more detailed tests are carried out each morning of bulk installations. I produced the relevant documents for the 17th of September.

Signed. William Little

Leopoldville, 5 October 1961

HENDRIK KROON, Deputy Chief Security Officer, United Nations,
Leopoldville, ~~STREET~~:-

The following pistols and ammunitions were issued to
Sergeant Julien, Chief Security Officer on DC-6 SE-BDY :

1. Special Police .38 serial No. 731326 (Colt)
2. Special Police .38 serial No. 731069 (Colt)
3. Smith & Wesson .38 serial No. 998723
4. Smith & Wesson .38 air weight for the personal
use of the Chief Security Officer. No record
of the serial number.

Approximately 120 rounds of ammunitions .38 were
issued.

In addition another Smith & Wesson .38 air weight was
issued to Mr. William Renallo which he brought with him from
New York. We do not know the serial number of this weapon.

Signed, Hendrik Kroon

Leopoldville
4 October 1961

FELIX BONKULI, Sales Supervisor at Ndjili, S.M.P.S.:-

As is usual, I was off to refuel SE-BLY and carried this out in the normal way. There were two mechanics of Transair, one on top of each wing. After 500 litres, I took a sample and sent it to the Chief Mechanic and it was O.K. for water and colour. When I had finished refuelling SE-BDY, the two main tanks were full, 1 and 4 auxiliary tanks were full, and 2 and 3 auxiliary tanks had been fueled until the mechanics decided there was enough. I then refueled an Italian C-119, next to the DC-6B. We took a sample while refuelling the C-119 and it was satisfactory. We then returned to the depot.

Signed. Felix Bonkuli

sc 58

Leopoldville
5 October 1961

G. BRINKMAN, Chief Communications Officer, United Nations Organization in the Congo, STATES:-

Pursuant to our conversation of 6th October and at your request I hereby submit a report on the action taken by the Communications Section relevant to the Transair aircraft SE-EDY which crashed near Ndola carrying the late Secretary-General, Mr. Dag Hammarskjöld and party.

The Chief Communications Officer, Mr. G. Brinkman, the Radio Supervisor, Mr. M. Filkington and the Deputy Chief Communications Officer, Mr. M. Gobits, were present in the Radio Centre at ONUC Headquarters without interruption from 16th September at 2000 hours until 18th September at 0300 hours, and all subsequent actions were carried out by one of the three aforementioned senior officers of the telecommunications section.

On Sunday morning, 17th September we noticed from an exchange of cables with Elizabethville that this aircraft was scheduled to take off from Ndjili Airport at 1700 hours. During the afternoon two cipher machines and other relevant material were handed over to the secretary, Miss Lalande, who was to accompany Mr. Hammarskjöld on his trip to Ndola. Also during the afternoon several enquiries were made to ascertain existing methods of communications with Ndola airport. To that effect we contacted Kamina and Elizabethville Air Traffic Controls by radio on 11318 kc/s. This frequency had been used for passing urgent operational traffic when contact with the abovementioned places via the Canadian Signals Network failed during the previous day.

When it became apparent that communications with Ndola were irregular and not reliable, Air Operations at ONUC Headquarters was approached with a request to forward all particulars concerning the radio equipment on board, frequencies which could be used, and if the aircraft carried a radio operator. If affirmative, contact could be maintained during the flight, and once at Ndola the aircraft's radio installation could be used as a fixed station for contact with ONUC Headquarters. At 1600 hours we received information from the Air Operations that the aircraft carried a radio

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Halla
Radio.
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wood*

operator, and 11318 kc/s was indicated as the working frequency. At 1700 hours we called Ndjili airport by radio on this frequency, requesting the operator to advise the aircraft operator, Mr. Rosen, that 4UC (ONUC Headquarters) was standing by on 11318 kc/s for contact after take-off. However, the operator at Ndjili airport answered that we were not allowed to work with the aircraft. No reason for the refusal was given, although it is now presumed that complete radio silence had to be maintained during the flight on the orders of Mr. Hammerskjold. The operator was even unwilling to pass on our request to Mr. Rosen.

Notwithstanding, a standby watch was maintained on the aircraft frequency from the time of take-off until definite information had been received about the crash. During the flight no signals from the aircraft were received, nor was any station heard calling the aircraft.

This ends our report, which has been prepared to the best of our recollection and from all available data.

Signed. G. Brinkman

H.A. MORRISON, Air Commodore, Air Commander United Nations
Organization in the Congo, STATES:-

As requested by you find below a summary of my comments made to you verbally on 5 October, 1961.

During period of recent trouble in Katanga it became necessary to alter normal airlift schedule in which aircraft arrivals and departures at all aerodromes other than at Ndjili were made during daylight hours, in order to effect arrivals and departures during hours of darkness. Airlift schedules were arranged to provide 30 minutes intervals between aircraft. In addition instructions were issued from Air Ops to various agencies under contract that R/T silence should be maintained relative to advance warning of ETA's at either Kamina or Elizabethville.

In so far as the particular flight of SE-EDY is concerned no special instructions were issued from Air HQ. I was made aware that the aircraft was on standby for a possible trip for the Secretary-General by mid-afternoon on 17 September 1961 but did not obtain information as to destination until approximately 45 minutes before actual departure.

Responsibility for allocating this particular aircraft to a mission was retained in Force Commander's office. Responsibility of my staff was confined to alerting the Company representative that a mission was pending.

Signed. H.A. Morrison

SEAN MAC EOIN, Lt.Gen., United Nations Organization in the Congo,
 STAFF:-

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With some members of my staff I took off from Ndjili Airport in the DC-6, used subsequently by Mr. Hammarskjold, at 2145Z on 16 September 61, arriving Elisabethville at 0320Z 17 September 61.

During the flight the aeroplane flew without lights and observed radio silence. It flew a direct course from Ndjili to Elisabethville. On arrival over Elisabethville the Captain of the aircraft was in some doubt as to the airfield he had spotted as there are two airfields near Elisabethville. After circling for some minutes he decided, using his landing lights, to fly over the airfield which was marked by runway gooseneck flares only. He identified some of the aircraft on the ground as ONUC planes. He immediately flew out, turned and landed. This landing was carried out with particular skill.

Due to the fact that we regarded the airfield at Elisabethville insecure because of the bombing and strafing attacks being made by the Katangese Fouga jet, I decided to return the DC-6 ^{See} to Leopoldville. ^{Linder} It took off from Elisabethville for Leopoldville at 0350Z on 17 September.

During the forenoon of 17 September I learned in Elisabethville by telex from Leopoldville that the aircraft had been struck by fire from the ground on leaving Elisabethville. I was informed that the damage was slight and that the aircraft would be serviceable by the evening of 17 September.

The Captain and crew of this aircraft had impressed me greatly during the time I knew them. Insofar as I may be competent to judge, I regarded them as a highly skillful and highly efficient crew.

Signed, Sean Mac Eoin, Lt.-Gen.

S. LINNER, Officer-in-Charge, United Nations Organization in the Congo, STATES:-

The Secretary-General decided on Saturday, September 16, that he would leave, together with his party, for Ndola the following day. The only other alternatives that were seriously discussed as regards the meeting place were Salisbury and Bancroft, but once those two places were discarded, for different reasons, there was no hesitation whatsoever in his mind concerning Ndola. Mr. Hammarskjold consequently requested that a plane stand by during Sunday. He was told that a DC-4 or a C-46 would be available but that neither type of plane would be very convenient with reference to comfort and speed. It was therefore suggested that the Force Commander's plane be brought back from Elisabethville and put at his disposal, to which he agreed.

As to the timing of the departure, two factors were relevant in Mr. Hammarskjold's mind. First of all, he was anxious to arrive at Ndola as soon as ever possible so as to avoid the possibility of Mr. Tshombe leaving the place before he arrived. Second, it had been agreed between Mr. Hammarskjold and Lord Lansdowne that the latter would also proceed to Ndola on Sunday but that he would continue soonest for Salisbury and definitely before the Secretary-General arrived.

For reasons I do not know, Lord Lansdowne's departure from Leopoldville was however delayed until 4 p.m. and consequently the Secretary-General's departure was also delayed, until 4.55 p.m. according to my watch.

I did not at any time hear anything about the course the plane was supposed to take.

When accompanying the Secretary-General aboard the plane I shook hands with the crew and note for whatever it is worth that the Captain obviously was in a cheerful and relaxed mood.

Those are the only observations I am able to make in connection with the departure of the Secretary-General and his party.

Signed. S. Linner

Lord Lansdowne, passenger on DC4 CO-RIC, STATES:-

With regard to the aircraft accident in which Mr. Dag Hammarskjöld was killed. After discussing Mr. Hammarskjöld's proposal to meet Mr. Tshombe at Ndola, I told the Secretary General that I would be very pleased to accompany him in order to try and ensure that everything ran smoothly at this meeting in British Territory. Mr. Hammarskjöld agreed that it would be useful for me to go to Ndola - but decided against my accompanying him. He offered to provide me with a plane in which I should first visit Ndola and then fly to Salisbury. It was agreed that I should leave Ndola before the Secretary General arrived.

I left Leopoldville at about 5 p.m. on 17th September and landed at Ndola about 10.40 p.m. I knew that Mr. Hammarskjöld would not be leaving Leopoldville before 5 or 6 p.m. because repairs were still being carried out to his aircraft which had been damaged at Elizabethville the previous day. His plane, a LC6, was faster than mine and I was told on arrival that he was due to land at 12.20 a.m. Having completed my talks at Ndola, I prepared to leave shortly after 12. As I walked to my aircraft I was told that the Secretary General's aircraft was already in touch with Ndola control tower but that the pilot was being very cautious about identifying himself. I was then told that the tower had lost contact with the aircraft.

My aircraft took off about 12.15 a.m. on 18th September. The Captain attempted once we were airborne to contact the Secretary-General's aircraft. He did this, I believe, at the request of Ndola Control Tower. He was unable to make contact. When I reached Salisbury I was told that the "overdue procedure" had been put into effect. When?

From what I know of Mr. Hammarskjöld's plans after two long talks with him on 16th and 17th September, I am convinced that he was determined to see Mr. Tshombe and to do everything within his power to achieve a ceasefire.

Signed, Lansdowne.

P. PRATT, A/Insp., Northern Rhodesia Police, STATES:-

As instructed I visited the Kaniki plots and Ndola West area to ascertain whether any of the residents had heard or seen anything in connection with the air crash on the night of 17 September. This was done in conjunction with A/Insp. Spoffirth.

In the Kaniki area Mrs. Cogan and Mrs. Burton reported hearing an aircraft approaching Ndola at 2330 hrs. which sounded in good order. Other than that as with most residents they heard nothing. Mrs. Lee, however, reports at 11.45 having heard an aircraft approach Ndola and sometime ^{BDY} later return, she then heard a thump which she thought was a M/V crashing into a tree on the main road. She is very vague about times and cannot definitely state the period between hearing the aircraft and this thump. The remainder of the residents in the section north of farms reported hearing nothing at all. All African servants questioned reported not having heard or seen anything unusual.

N115

In the Ndola West area all the residents and their servants report hearing nothing with exception of Mr. Bermond and his son who have already given evidence at the enquiry. Mrs. Alexander reports that at 11.15 p.m. she heard a noise which sounded like a Metro-Goldwyn Meyer gong. Africans in the vicinity of the crash are reluctant to say anything and as far as I can ascertain heard nothing.

Signed, P. Pratt

A/Insp. 1220

J. SPOFFORTH, 4/Insp., Northern Rhodesia Police, STATES:-

I have to report that as a result of instructions received I made enquiries into the air crash from the following residents on the Mafulira Road with the following results:-

1. Mr. James and servants - Nil.
2. Mr. Alnett was on leave at the time, the remainder of his household - Nil.
3. Mr. Wollcott - "On the night at approx 12.30 p.m. I was in bed reading and saw a brilliant light in the sky in the direction of the crash. It lasted only momentarily". The remainder of his household - Nil.
4. Mr. and Mrs. McCoy - Nil.
5. Challinor - house not occupied.
6. Pirlet - Only there during the day.
7. Nel - Mr. & Mrs. Nel heard nothing but their houseboy A/M Davidson reports that around midnight he heard a plane go over and then heard a crash.
8. Gray - Mr. Gray heard nothing as he was asleep. Mrs. Gray was half asleep around midnight and heard a plane go over very low.
9. Atkinson - Nobody at home that night.
10. Johnson - Heard nothing although the whole family was awake at the time with sick animals.
11. Sadler - On leave.
12. Scully - Living in town.
13. Van Heerden - Nil.
14. McIntyre - Nil.
15. Van Rooyen - Nil.
16. Birch - Nil.
17. Wright - Mrs. Wright, "About midnight I was woken by the sound of a large plane passing overhead very low. I know the sound of planes coming into land when they are at the correct height as the house is directly in the landing approach and we have lived here 7 years. This

N134

N136

N107

N108

Flot
1087

N143

plane sounded too low". Mr. Wright and Mr. Webb - Nil.

18. Tudor Inn - Nil.

19. Hunkin - Mrs. Hunkin (the mother-in-law) is thought to have heard something, but she is at present in Luanshya and will not return until some time this week. The remainder - Nil.

M113
Scen

20. Turner - Mrs. Turner woken at about 12.15 p.m. by dogs barking and running aimlessly about. On going outside saw two glows in the sky, one in direction of the crash. Husband - Nil.

Baluba
Farm
M112

Signed. J. Spoffirth

A/Insp. 1262

DON G. GAYLOR, Lt. Colonel, U.S.A.F. Air Attache, Pretoria, STATES:-

On the evening of Sunday 17th September my DC3 aircraft 8866 was parked at Ndola airport. There were no radio transmissions from this aircraft to any other station subsequent to 1200Z until I participated in the search for DC6/SE-BDY on Monday 18th September.

I had no knowledge of the plans for this aircraft and my aircraft was never in contact with SE-BDY during its last flight.

Signed, Don G. Gaylor
Lt. Col. U.S.A.F.

FREDERICK JAMES CROUCH, Communicator, Aeradio, Federal Department of Civil Aviation, Salisbury, STATES:-

On the night of Sunday 17th September, I was on duty in R.T. 1 Bay, Aeradio, from 1830Z to 2200Z and I was keeping watch on 128.1 mc/s, 3411.5 kc/s, 5521.5 kc/s, 5506 kc/s, 8820 kc/s, 13334 kc/s, 13304 kc/s, 6552 kc/s, 8956 mc/s, 2966 kc/s and 17926.5 kc/s.

Whilst keeping watch on these frequencies, an aircraft suddenly called up, identified himself as SE-BDY and requested landing time at Ndola of CORIC. This was on frequency 5521.5 kc/s. I called the controller in the F.I.C. and told him that this aircraft, SE-BDY, was requesting the E.T.A. of CORIC.

He said I was to establish the identity of the aircraft calling, and find out aircraft type, destination, place of departure and flight level. I found that SE-BDY was a DC6 from Leopoldville to Ndola and I obtained its flight level.

I passed this to the F.I.C. controller who authorised me to give SE-BDY the E.T.A. at Ndola of CORIC.

I continued to work the aircraft until he was instructed to go over to Ndola approach.

I did not hear SE-BDY working with any other radio station on any of the above frequencies.

Signed. F.J. Crouch.

ALBERT WESLEY KNIGHT, Senior Air Traffic Control Officer, Salisbury Airport, STATES:-

On Monday 18th September at 0400Z I came on duty as Acting Watch Supervisor and went into the F.I.C. where Mr. Thorogood, the night controller, advised me that aircraft SE-EDY was overdue at Ndola and appeared to be missing. He therefore had started compiling an 'action sheet' of overdue action. We discussed the action he had taken and I looked at all available information chits.

I telephoned the Defence H.Q. Ops room and requested any news. They had none but suggested that the SE-EDY might have returned to Leopoldville and also suggested that the pilot of OORIC might have some information. I had already been told that OORIC had been unable to contact SE-EDY. The general impression I received was that everyone thought it probable that SE-EDY had returned to Leopoldville although there was no evidence of this at all.

There had been no reply from Leopoldville to the Ndola "any news" signal or their "INCERFA" and due to this dearth of news and in an attempt to get some action going I sent a "Detresfa" signal at 0445Z (Ref. No. RCC 1), to Leopoldville, Elizabethville and Ndola.

We tried to establish radio contact with Leopoldville F.I.C. and finally managed it at 0544Z on H/F R/T through Luluabourg, and were told that they had no news of SE-EDY.

We continued to try and establish the endurance of this aircraft and the number of people on board. We also tried to contact Kamina.

When Mr. Chilvers and Mr. Murphy came in at about 0550Z I briefed them on the position. Mr. Murphy was already informed on the situation.

I signalled Ndola and asked them what action they had taken. They replied on point to point R/T "What action do you want us to take?" I asked if they had alerted the Copperbelt police stations and Ndola replied that they had.

I sent a signal RCC5/0630Z to Lusaka and Ndola in which I instructed them to alert Northern Rhodesia police stations north of Lusaka on DC6/SE-EDY.

At about 0700Z I wanted to know when a CASO would be appointed and I discussed this with Mr. Chilvers and Mr. Murphy. (Airport Manager). By the time I went off duty at 1030Z a CASO had not been appointed as far as I am aware.

I instructed the communicators to try and contact Elizabethville, Luluabourg and Kamina, which are the main relevant airfields in the Congo, for news of SE-BDY. They eventually contacted all three but obtained no news. I did this because of the difficulties of communication with Leopoldville and because it might save time in the event of Leopoldville having trouble contacting the three airfields.

Two aircraft en route to Ndola and a WMLA DC3 crossing the area were asked to look on track for signs of a crashed aircraft.

Question Do you consider, under the circumstances as they are known to you, that an INCERFA signal was sufficient or appropriate?

Answer I don't know the circumstances or conditions at Ndola but I feel, all other things being equal, that I would have taken "INCERFA" action some 15 minutes after I considered the aircraft should have landed.

Question Why would you have taken INCERFA action?

Answer Because I would have treated it in the same manner as an aircraft which had been cleared to land and fails to land within 5 minutes.

Question Do you consider this aircraft to have been on an IFR flight plan?

Answer Yes. Because all flights at night in this F.I.R. are classed as I.F.R. flights.

Signed. A.W. Knight.

CYRIL MERCY CHILMERS, Senior Air Traffic Control Officer Watch Supervisor, Salisbury Airport, S.L.T.E.S.:-

At about 0550Z on Monday 18th September, I went on duty as Deputy Chief Air Traffic Control Officer, to the F.I.C., and was told by the Watch Supervisor, Mr. Knight, that an aircraft was overdue. I gathered all available details and asked if the Northern Rhodesia police had been alerted. I understood that they had. I instructed Mr. Knight to send an "any news" signal to Nairobi F.I.C. I confirmed with the airport manager^{Murphy}, who arrived 5 minutes after me, that the DOA had been informed of the missing aircraft.

I looked through the air/ground and signal chits, and also noticed that there appeared to be no search aircraft standing by, so I telephoned Mr. Parkes, S.T.C.O Ndola airport, and asked him what R.R.A.F. aircraft would be available for search. He said that 2 R.R.A.F. Provosts would probably be available and asked me if I would like to have a word with the R.R.A.F. Ndola detachment commander. I held on to speak to Sqn. Ldr. Russell but did not get through to him, so I asked Mr. Parkes to pass a message to him. This message was to the effect that if possible would he send out 2 Provosts on crash search within a 50 mile radius of Ndola, avoiding Congolese territory, and working out from the airfield, mainly concentrating to the North and South. At the request of the R.R.A.F. I followed this up with a confirmatory signal.

Why not?
1038?

I was disturbed to find that no C.A.S.O had been appointed and it was largely because of this that I took it upon myself to phone Ndola about the Provosts.

After repeated efforts a signal was transmitted to Leopoldville asking for details of those on board and endurance of the aircraft. At 0744Z, Leopoldville replied that a V.I.P. and 5 crew and 9 passengers were on board and that the endurance was 13 hours 25 minutes. This was passed to Ndola.

As "nil news" reports were coming in during the morning, and the aircraft was then beyond its fuel endurance, it was obvious that it was down somewhere so I considered we were in

the distress phase.

Question Did you have any knowledge of this aircraft incident before you came on duty at 0550Z?

Answer No

Question If you had been the controller at Niola airport under the conditions prevailing what would you have done?

Answer I think I would have gone into the "Alert" phase rather than the "uncertainty" phase.

Signed. C.F. Chilvers

GODFREY RALPH OWEN, Air Traffic Control Officer, Salisbury Airport,
STATES:-

I was on duty at Salisbury Airport F.I.C. from 1030Z to 1730Z approximately, on Sunday 17th September. I was telephoned by D.C.I. at about 1630Z and instructed to send a signal to Ndola to tell them of 2 aircraft expected in from Leopoldville that night, one to Ndola and Salisbury and the other, later in the night, to Ndola. Ndola was to remain open until both aircraft had landed.

I later, on Mr. Hurghy's instructions, told Lusaka to remain open, until both aircraft had landed, as an alternate airfield. I briefed the communicator to pass all messages received on R/T from Leopoldville or Kamina or from the aircraft themselves, to F.I.C.

I was off duty from 1730Z Sunday to 0400Z Monday 18th, when I went back on duty into F.I.C. I was on normal F.I.C. work, and worked under Mr. Knight for duties connected with the missing aircraft. These consisted of enquiring by R/T of various airfields in the Congo for news of SE-BDY. The telex link was not operating with the Congo at the time.

Signed. G.R. Owen.

LESLIE JOHN MURPHY, Airport Manager, Salisbury Airport, STATES:-

(Barber)

The Director of Civil Aviation told me at about 1400Z on Sunday 17th September, that 2 aircraft from the Congo would be arriving at Ndola during the night, and that each one would be carrying V.I.F.s, and that Ndola and Lusaka airfields must remain open, the later as an alternate. I was also told that there was a great deal of interest in these two aircraft, and that I should endeavour to discover their movements after leaving Ndola.

Barber!

I passed this to the F.I.C. controller and I stressed the importance of these aircraft and left instructions that I was to be informed of developments.

I heard nothing more until approximately 2320Z when Mr. Thorogood, F.I.C. controller, phoned me at home and told me he had been in radio contact with SE-EUA, and that it had asked for final descent at Ndola and that nothing more had been heard from it. He said that he had had a position report abeam Kasama; an estimate position report abeam Ndola at 2147Z; a flight level 175 and descent request to 160 which had been approved. He also said the aircraft had been heard overhead Ndola at 2210Z and that nothing had been heard since. I told him I would phone D.C.A. as he was busy. I did so and gave D.C.A. the information I had received.

Barber

Mr. Thorogood then called me and said he had spoken to Mr. Williams, Ndola A.F.M., who had confirmed that an aircraft had been heard overhead at 2210Z and that he, Williams, would start overdue action. This was about 2330Z. I passed this information to D.C.A.

At about 0430Z Monday 18th I telephoned F.I.C. and I was told there was no further news. I then said I would come in and see what had been done.

I phoned this negative news to D.C.A. Col. Barber, who said he would see me out at the airport.

I arrived at Salisbury Airport at about 0555Z, read the action report and discussed the matter with Mr. Chilvers, acting

S.A.T.C.O., and Mr. Knight and then left action to them as they were taking correct action and it was within the S.A.T.C.O.'s province. I did discuss with Mr. Chilvers that there must be aircraft at Ndola and that air search should be started. He telephoned the Ndola S.A.T.C.O. and asked him to arrange for two R.R.A.F. Provosts to start searching. I agreed that he should send a confirmatory signal to Ndola.

When the Director arrived at the airport, sometime before 0800Z, I went through all the actions taken with him. For the remainder of that day I acted as secretary and liaison officer for the Director. We were both almost continuously engaged with telephone calls.

There was a general feeling that this aircraft might have returned to Leopoldville or somewhere else and this impression might have influenced those concerned.

Question Did you give any specific S.A.R. directive to any S.A.T.C. agency or personnel?

Answer No.

Question Did you feel concern at the delay in appointing a C.A.S.C.?

Answer Yes.

Signed. L.J. Murphy.

later

LESLIE ERNEST THOROGOOD, Air Traffic Controller, Salisbury Airport,
SALISBURY:-

On the night of Sunday 17th September I was on duty as F.I.C. (Flight Information Centre) controller from 1730Z to 0400Z on 18th September. I was also Tower controller from 1810Z to 0030Z that night.

The relieved F.I.C. controller told me of certainly one and probably 2 aircraft which were due in to Ndola airport during the night. A signal Z 13/171525Z had been sent by the previous controller to Ndola and Lusaka and acknowledged by them. This signal stated - "Attention Airport Manager. A message received from Leopoldville at 1409. One UKC aircraft ex Leopoldville EM. Ndola 1900 presumed C/M, passenger Lord Lansdowne will probably require clearance to Salisbury from yours. Also one other UKC aircraft ex Leopoldville to arrive during night. Your station to remain open until both aircraft landed. Authority I.C.I. Acknowledge."

I had heard on the 6 p.m. news that there was to be a meeting of Mr. Hammarskjold, Mr. Tshombe, and Lord Lansdowne and Lord Alport at Ndola. The previous controller gave me to understand that Mr. Hammarskjold and Lord Lansdowne would be in the expected aircraft.

I was instructed to keep the Airport Manager and the Deputy Chief of Air Staff, M.R.A.F., informed of news of those two aircraft.

I did not receive any departure signals on the aircraft from Leopoldville. This is normal owing to bad communications prevalent in this area and to the North at night. It is quite usual for us not to get departure signals on civil aircraft even from Nairobi during the night. It is quite usual for us to get first contact on an arriving aircraft from the North when within VHF range (50 - 200 miles).

On aircraft OORIC, the first E/F message was received at 1815Z and it indicated that OORIC was a EC4 from Leopoldville: AMD 1504Z, estimating Ndola 2017Z: Salisbury F.I.R. boundary at 1755Z, flying at Flight Level 75.

I telephoned this information to the AFM, the D.C.A.S. and Defence H.Q. Ops Room. The D.C.A.S. asked me to enquire the names of the passengers on board OORIC. I did so and discovered that Lord Lansdowne and one other, not Hammerskjold, were on board. I also established that the aircraft was going to stay approximately one hour at Ndola and that it would then come on to Salisbury. I gave this information to the D.C.A.S. at 1940Z.

At 1952Z, OORIC was handed over to Ndola approach control, on 119.1 mc/s and it landed at Ndola at 2035Z.

OORIC took off from Ndola at 2235Z for Salisbury, with 3 crew and 2 passengers, and flew at flight level 75. There was no R/F contact with this aircraft and Salisbury due to poor reception, and it finally contacted Salisbury on VLF when within range. Ndola informed me on 3682 kc/s, (point to point R/T) at 2310Z that OORIC left Ndola boundary at 2255Z and was estimating abeam Lusaka at 2318Z. OORIC landed at Salisbury at 0025Z.

I do not know where OORIC crossed into the Salisbury F.I.R. and I did not ask him for a position report. I had no reason to, as there was no other reported air traffic in the entire F.I.R. I presumed OORIC was on a South Easterly magnetic track owing to his reported flight level of 75 which indicated a quadrantal height to me.

At 200Z approx. the communicator informed me of a request received from an aircraft SDY for the landing time of OORIC at Ndola. I instructed him not to give the information but to get full particulars of the aircraft calling. These were received as "SE-EDY from Leopoldville for Ndola. EL. 2235Z. Aircraft DC6". I then instructed the communicator to give the E.T.M. of OORIC to SE-EDY, which he did on R/F R/T.

At 2041Z SE-EDY gave a position report of 432B (over Lake Tanganyika) on MDL 432, at flight level 175.

At 2108Z, SE-EDY stated "abeam AS (Kasema beacon) at 2106Z, estimating abeam Ndola at 2147Z". He requested permission to descend to flight level 160. This was given, as there was no air traffic.

At 2115Z SE-BDY reported at flight level 160.

At 2122Z I asked SE-BDY his destination on departure from Ndola and he replied that he was unable to say at present.

At 2131Z, the aircraft was asked to confirm abeam Ndola on 2147. He did so.

At 2131Z I handed the aircraft over to Ndola approach on 119.1 mc/s and at approximately the same time I asked Ndola to get information on the future movements of SE-BDY.

A few minutes later Ndola replied on telex that SE-BDY would not divulge his destination after landing at Ndola. I did not pursue the enquiry but was content to leave this until SE-BDY had landed.

My point to point M/T started racing on 6915 kc/s and I then alternated between that frequency and 3682 kc/s. 3682 kc/s was not tape recorded that night although I was not aware of this at the time.

At approximately 2210Z I called Ndola on 3682 kc/s and said I had not received an arrival signal on SE-BDY. I was informed that SE-BDY had reported overhead Ndola and had been given descent clearance.

At approximately 2300Z I again called Ndola about the arrival signal, and was told that the last communication with SE-BDY had been at 2210Z with SE-BDY overhead Ndola and with descent clearance given. Since then contact had been lost.

I telephoned the Airport Manager, Mr. Murphy, and gave him the news. I believe he phoned E.C....

At about 2315Z I confirmed with Ndola that there was still no news and suggested that they take overdue action.

At 2355Z I received signal 2040 from Ndola, repeated to Leopoldville and Lusaka. This signal requested news of SE-BDY.

At about 0016Z on 18th September I received Ndola INC.M. signal 201 and I instructed the communicator to call Nairobi, Johannesburg and Leopoldville on M/T for news of SE-BDY. There was nil news from Joh'burg and no reply from Leopoldville and Nairobi. I told the communicator to keep trying to contact

Leopoldville and Nairobi. He had no success. Lusaka also had no news of the aircraft.

At about 0005Z, OORIC called me on 119.1 mc/s and asked for news of SE-BDY. I replied that I had no news of it.

I consider that I had sufficient flight information on SE-BDY to leave no doubt in my mind that he intended to land at Ndola.

I telephoned ^{APM} Mr. Murphy, AFI, at 2315Z and again at 2330Z and gave him full details of action taken. He asked to be kept informed and said he would phone D.C.I. I also phoned Def I.I. Ops room at 0030Z.

There is no permanent Rescue Coordination Centre (R.C.C.). However, I was in charge of the F.I.C. at this time and that is where the R.C.C. operates, when it is formed. The D.C.I., his operations officers, or the airport manager, can bring the R.C.C. into being.

My correct action in the event of receipt of any of the emergency phase signals was to inform my higher authorities. I discharged this obligation by telephoning the airport manager. I would not take any action to instigate search and rescue procedures unless directed by higher authority, except in the unlikely event of being unable to contact such higher authority.

During my period of duty in the F.I.C. I did not receive any such directive. To 0400 Z

It is my assumption from previous experience, that it is not normal to carry out search procedures at night.

After I had suggested that Ndola should take overdue action, I checked the regulations for the issue of "INCIRRM", "LIRRM" and "SEBIRRM" signals. I was satisfied that the "INCIRRM" message was appropriate in this case.

The responsibility for initiating overdue action at a controlled airfield, such as Ndola, lies with the airfield of destination.

I finished my F.I.C. duty at 0400Z Monday 18th September.

I did not give Mela permission to close the airfield that night. I would not have done so after Mela had originated an IMCRA signal which would require any reply being addressed to that station. I consider that closing an airfield is when there is no controller present on the station.

I did not receive any request from Mela for permission to close the airfield that night.

Question an entry on the R.C.C. Action Log states "Aircraft overheard Mela and given descent clearance and to call final". Will you comment on this?

Answer I would refer you to my previous evidence concerning my R/T call to Mela at about 2300Z, in which the Mela controller stated that CB-BDY had been overheard at 2210Z with descent clearance given. I remember that the word "final" was used in the last part of his message but communications were poor and I am unable to remember the precise context.

Signed, L.E. Thorogood.

RICHARD BUDREWICZ, Air Traffic Control Officer, Ndola Airport,
STATES:-

On Monday 18th September I was on duty in Ndola air traffic control tower from 0400Z to 1045Z. When I came on duty I first of all checked the log of the previous controller and saw that aircraft SE-BDY had been reported overdue. At approximately 0405Z I inspected the runway and airfield and then returned to the tower.

At approximately 0420Z, the communicator, Mr. Goodbrand, informed me that the police had told him of a person who had seen a great flash in the sky in the direction of Mufulira. As there had been no controller on duty at the time, the communicator had told the police to inform the Airport Manager at the Rhodes Hotel. I asked if signal action had been taken and he replied, "No".

I signalled F.I.C. Salisbury regarding the report of a flash, and also called them on 6915 kc/s and told them. I telephoned the S.A.T.C.O., Mr. Parkes, and informed him, and some twenty minutes later he came into the tower. From that time onwards all signals and messages concerning aircraft SE-BDY were handled by Mr. Parkes, and I concentrated on my normal controlling duties.

At about this time Sqn. Ldr. Mussell, R.R.A.F., came into the tower, and I asked him if he was arranging to send any R.R.A.F. aircraft to search. He replied that he was ready and prepared to send aircraft and was waiting for instructions from the Rescue Coordination Centre.

I had no knowledge of this overdue aircraft until I came on duty at 0400Z. The tower was not manned when I came on duty although there was a communicator on duty in the aeradio section.

Signed. R. Budrewicz

Mrs. ADELAIDE RODERICK WRIGHT, Mshesha Farm, off the Mifulira Road, STATES:-

On the night of Sunday 17th September at about 15 minutes after midnight, I was woken up by the sound of large heavy aircraft which made my house vibrate. It did not sound as if there was anything wrong with the aircraft. There was just a heavy roar and I remarked to myself that it was Mr. Hammarskjold's aircraft. I have lived at Mshesha Farm for about seven years and I have never heard an aircraft come over so low. It must have been very low as I am a heavy sleeper and I am slightly deaf.

It appeared to be travelling in the general direction of Ndola Airport. I did not hear any explosion or crash nor did I hear any other aircraft at the time.

The dogs were disturbed by the loud aircraft noise.

Signed. A.R. Wright.

W.J. JELLEY, Flt. Lt., Royal Rhodesian Air Force, STATES:-

On Monday 25th September at approximately 1400 hours, Fg. Off. Cilliers and myself took delivery of two sten guns and five brown paper parcels from Wg. Cdr. Barber of the Royal Rhodesian Air Force.

These items were, to be delivered by me to Lusaka where they would be collected by a police officer. On arrival at Lusaka there was no police officer to meet the aircraft, so I handed the aforementioned items to Sqn. Ldr. Bradshaw of the Royal Rhodesian Air Force, who said that he would hand same to the police.

Just as I was about to go aboard the aircraft to come home, a police officer arrived and took charge of the sten guns and brown paper parcels from Sqn. Ldr. Bradshaw. I did not speak to this officer so am unable to give his name.

Signed. W.P. Jelley

Flight Lieutenant

ARUNDEL CAMPBELL MARTIN, Air Traffic Control Officer, Ndola Airport, being recalled is question further -

- Question When the F.I.C. in Salisbury first reported to you on SE-BLY what specific information did you get?
- Answer Just the Flight Level and Identification letters of the aircraft, the E.T.A. Ndola, and also that the aircraft was estimating abeam of Kasama at a certain time, and abeam Ndola at a certain time.
- Question At what time did you get this first information on SE-BDY?
- Answer I do not remember. Salisbury will have that information.
- Question After aircraft SE-BDY reported to Ndola tower "Your lights in sight, overhead Ndola, descending, confirm QNH", what would be the next transmission you would normally expect from the aircraft?
- Answer The aircraft would acknowledge the QNH and would then report at 6,000 feet.
- Question And after this, what would be the next transmission you would expect?
- Answer "6,000 feet" and his relative position to the airfield.
- Question And again after this?
- Answer I would expect him to say "I am at 6,000 feet, your lights in sight, turning on long final".
- Question And after this?
- Answer Reporting "On final"
- Question And after this?
- Answer "Taxi instructions"
- Question With reference to the above, at what stage would you give a landing clearance?
- Answer I would only give him landing clearance after he had the airfield lights in sight after reporting at 6,000 feet.

Question Did you make a request to Salisbury F.I.C. to close the airport during the night of Sunday 17th/18th September?

Answer Yes on teleprinter at about 0115Z

Question Did you receive authority to close down the airport from F.I.C.?

Answer Yes. The AFTN station remained open and the Airport Manager and I arranged that the AFTN communicator would telephone S.A.T.C.O. if required. I do not remember the specific reply from F.I.C. The Airport Manager and I were in AFTN at the time concerned.

Question Can you state an account of your transmission to SE-BDY from 2210Z to 2225Z?

Answer I called him on 119.1 mc/s and 118.1 mc/s and said "Have you reached 6,000 feet?", the other calls were like "SE-BDY, do you read" and then I broadcast the Ndola control observations such as "surface wind, duty runway and QNH". I made repeated calls in the same fashion for quite some time, about 20 to 25 minutes.

Question At what time did you hand over to the communicator, the ~~INCERFA~~ which you originated at 2342Z?

Answer I think I wrote that out at 2342Z by clock time. The Airport Manager and communicator were in the tower then. I gave it to him about 5 minutes after initiation - I am not quite sure about that.

Question Can you explain why this ~~INCERFA~~ was transmitted only at 0016Z?

Answer No. It could not have been held up that long by my knowledge. The communicator had to go downstairs and transmit and log it according to his procedures. The signal did take longer to compile owing to the lack of information on the aircraft, such as endurance, number of passengers and so on.

Question It is possible that after the last recorded transmission at 2210Z, "Roger 1021", SE-BDY might have made other transmissions to Ndola Tower?

Answer I suppose it is possible but I did not hear anything from him. If our receiver was unserviceable, the AD200 needle would have indicated the bearing of the aircraft transmitting. I had no reason to suspect that any of our equipment was unserviceable. It was working satisfactorily with the other aircraft that departed that evening.

Question Why did you mention to communicator Goodbrand that SE-BDY appeared to be acting strangely?

Answer It seemed to be a peculiar direction of approach to come from Leopoldville and approach from the East. Also I was in contact with him for quite some while, hence my query as to whether he was coming in in 20 minutes time or 2220. Generally, I would expect a DC6 to be overhead within 20 minutes of first VHF contact.

Question Did you have any communication or conversation with Salisbury F.I.C. between 2210Z and 2300Z?

Answer Yes. I called F.I.C. and asked if they had SE-BDY in contact on H/F radio.

Question Did you consider that the information you had on SE-BDY was sufficient or insufficient as tower controller, and on the basis of this information did you have any doubt of the aircraft's intention to land at Ndola?

Answer Insufficient, but ~~more than we generally get from~~ aircraft from the Congo. No, I presumed he was landing at Ndola.

Question When you came on duty, did you see signal ZL 13 from F.I.C. Salisbury giving advance information of the arrival of 2 UNK aircraft that night and that the station was to remain open until they had landed?

Answer Yes

Question Is it possible for you to transmit on 118.1 mc/s and 119.1 mc/s at the same time?

Answer Yes. By pressing both switches and talking into one microphone. Each frequency was tuned in and has its own speaker.

Question Was this duty of yours a normal duty, and were you specially briefed before you arrived at the airfield?

Answer No. It was my day off, but I was informed at about 1400Z that I would be required for duty that night. I was not specially briefed. I received a normal handover from the previous controller.

Question Do you consider SE-BDY to have been on a flight plan within the Salisbury FIR?

Answer No. Because certain information normally given on a flight plan, such as endurance, route to be followed, and number of persons on board was lacking.

Question If this information was lacking and you had good radio contact, why did you not ask SE-BDY for it?

Answer I asked SE-BDY for the number of passengers after he passed overhead, but the other information was irrelevant once I had him on approach frequency. He did not answer my request.

Question Did you consider this aircraft to have been on an IFR flight plan?

Answer Yes

Question : If an aircraft on an IFR flight plan approaches
Niola (V.G - night) would you expect it to make an
instrument approach if not otherwise cleared?

Answer Yes

Question : Can you relate any experience of U.S. aircraft
having been in contact with Niola approach control
and then diverting without notifying your A.T.C.

Answer No.

Question : After sending the EUREP signal did you hand over
the responsibility for following up the emergency
situation to Salisbury?

Answer Yes. I understand it to be a normal procedure
that the M.C.C. takes over.

Question : What procedure is laid down in your A.T.C.I.'s
for the aerodrome of destination in a case like this?

Answer I would have to have A.T.C.I.'s to quote from, but I
carried out procedures as much as I could from
Niola.

Question : Did you use the word "final" or "finals" in one of
your last messages to SE-BDY?

Answer No. I don't think I ever mentioned "final" or
"finals" to SE-BDY, not even when I was broadcasting.

Signed. A.C. Martin

JOHN HOWEL WILLIAMS, Airport Manager, Ndola Airport, being recalled is questioned further -

Question What time did Mr. Tshombe arrive at the airport and how did he arrive?

Answer He arrived by air sometime during the afternoon.

Question Did you have sufficient information on SE-BDY or not, as airport manager?

Answer No.

Question What other information did you require?

Answer I would have preferred to have full information on the flight, including full routing information, endurance and intentions.

Question Had you any doubt of the aircraft's intention to land at Ndola from the information available.

Answer Yes. From conversations overheard from the meeting parties in the airport building, the impression I gathered was that some of them were disappointed but not surprised at the non arrival of Mr. Hammar-skjold. The general air of security surrounding this operation also influenced me.

Question What specific message was sent to F.I.C., concerning closing of Ndola airfield that night?

Answer I do not remember, but F.I.C. agreed to our closing the tower at approximately 0130Z by telex. The ATIS remained open and the communicator was instructed to telephone me at the Rhodes Hotel if he wanted me.

Signed. J.H. Williams.

MRS. OLIVE ANDERSON, 19 Hurstbourne Road, NOLA, STATES:-

On the night of Sunday 17th September at about 25 past midnight, I heard the sound of an aircraft. It sounded as if it was coming from the Kinfulira direction and I thought it was quite high.

I saw two lights flashing and one of them was red, they were coming towards me from the North, quite high.

About 5 to 7 minutes later I heard a noise like crackers going off some distance away. A few seconds later there was another bang and then a third. There were just the three bangs. I thought "who could be blasting at this time of night?"

I did not hear any other aircraft at this time nor did I hear the sound of firing.

Signed. Olive Anderson.

E. MAYNE, Reserve Assistant Inspector, Northern Rhodesia Police Reserve, STATES:-

On Monday 18th September, 1961 I was on Security Patrol duties in IRC. 7562 (Ndola 5). At approximately 4 a.m. when I was proceeding to the Lime Works I received a message from the Control Room to report to Central Police Station on completion of the Lime Works check.

At 4.30 a.m. I reported at the Information Room and was instructed to go out on the Mifulira Road and along the Mkwera Road towards Kitwe, and to take careful note and investigate any signs which might indicate that a plane had crashed or landed in this area.

I proceeded on this task, with 4 constables at 4.40 a.m. I saw no signs of bush fires, or other indication of a plane crash and went right along the Mkwera Road to its junction with the Kitwe road and then returned to Ndola along the Kitwe road. At the 9 mile post from Ndola I was able to maintain Radio contact with Control and reported that I had not observed anything.

Instructions were then received for me to bring the guard in from the Lime Works, which I did - booking off the air at 07.16 hours.

Signed. E. Mayne

ROLAND PARMENTIER, Electrical and Mechanical Engineer, Union
Miniere, Kolwezi, STATES:-

At the end of July, 1961, the administrators told me that they intended to resurface the Kolwezi runway. For this purpose it was necessary to remove the emergency runway lighting system which was the only airfield system.

I can certify that the complete set of lights and wiring was removed from the sides of the only runway at the end of July, and that it has never been replaced. In fact it is still stored.

I wish to make it clear that this was done on a requisition of the civil administration.

Signed. R. Parmentier.

DAMAS KAMBENDJA, Chef de l'Aerodrome, de Kolwezi, STATES:-

At Kolwezi there are no runway lights and were not during the month of September, 1961. The runway is always closed from 6 p.m. to 6 a.m. local time (Bravo time) with fuel drums and trucks. On the night of Sunday 17th September it was so closed.

I can say for certain that the one Fouga Ca 170 KAT 93 was on the ground at Kolwezi airport for the entire night. I live at the airport.

To my certain knowledge this Fouga jet has never operated from Kolwezi during the hours of darkness. No other aircraft have operated at night from Kolwezi.

Signed. D. Kambendja

MALTA VICTOR FORREST, Private Contractor, Kolwezi, SPATES:-

Since I built the runway at Kolwezi airfield in 1952, I can state truly that no aircraft has landed or taken off after dark on it.

In particular on the night of Sunday 17th September, 1961, the Fouga aircraft was grounded and secured with cockpit and engine covers in place at 1900 hours local (B) when I left the airfield. About 8 a.m. on Monday 18th September, when I came on to the airfield the plane was still in the same place.

I would have known if the aircraft had flown during that night as someone would have told me. I know what this aircraft does.

In addition this runway has no night flying runway lights.

I am at present resurfacing the runway and parking area. Consequently I am on the airfield most hours of daylight including weekends when it is not raining.

Signed. M.V. Forrest.

RAPHAEL MATEMI, Captain, Katangese Army, 3rd Training Centre,
Nzilo, STATIS:-

I am Captain in charge of the detachment guarding
Kolwezi airport and was on the night of Sunday 17th September,
1964.

On that night at 1800 hours local (B) I gave the order
for the runway to be blocked as usual with empty fuel drums and
lorries. This was done. The runway was blocked all night.

At that time only one Fouga jet and one Piper Cub
(green and white) was based at Kolwezi.

Translated and read back to
Captain Matemi by Mr. D.I. Smith
in presence of Wg. Cdr. E. Evans.

Signed, R. Matemi.

JOSE DELIN, Major in the Katanga Air Force, STATES:-

I consider myself to be Katangese, as I have lived here for 23 years without returning to Belgium. I was not trained to fly by the Belgian forces and have never served in the Belgian Air Force.

I am the senior of the two pilots who can fly the Fouga. There are no night flying facilities at Kolwezi and were not during September. The Fouga has never been operated at night and has never operated outside the borders of Katanga.

The combat radius of action of the Fouga is 345 kilometres (186 nautical miles) and its maximum endurance is 1 hour 45 minutes. Its economical altitude is 25,000 feet. It could not reach Ndola and return.

We only had one Fouga and one Piper Cruiser at Kolwezi during the month of September. On the night of 17th September both these aircraft were on the ground at Kolwezi.

I had no knowledge of the flight of the DC6 which carried Mr. Hammarskjold from Leopoldville on 17th September and only heard about the accident on Monday 18th September.

The Fouga jet has never operated without me acting as its captain. In other words, the other pilot has never operated the aircraft by himself.

At that time, the only available airfield from which the Fouga could operate was Kolwezi.

We have never owned or operated Harvards or other armed aircraft.

I have normally attacked only aircraft on the ground and materials. I have never shot down an aircraft that was flying.

We would have no motive to interfere with the flight of Mr. Hammarskjold, on the contrary, I consider his death to be a loss for Katanga. In particular, on this flight he was going to meet Mr. Tshombe.

Signed, J. Delin

DEVENSON KASAKANIZYA, housebody living at Plot 87 on the Mufulira road, STATES:-

During the night which I now identify as the night of the accident to an aircraft near Ndola, I went to bed at a quarter to ten. Sometime later I was awoken by the sound of a big explosion like thunder and it sounded quite near the place where I live. I did not hear the noise of aircraft engines and did not see any flash or unusual light in the sky. The following day I was told by my master there had been an aircraft accident in the vicinity.

Signed Devenson Kasakaniza

TIMOTHY JIRIWA KANKASA, Secretary, Twapia Town Management Board,
STATES:-

On Sunday night 17th September I was out on a road in Twapia town when I heard a noise which sounded unusual. I am not an expert but it sounded to be two airplanes. The bigger one was low. The smaller one not low.

I looked up and saw a flash of light twice. This seemed to come from the small aircraft and go to the big aircraft. The big aircraft went on towards the North West and the smaller one seemed to go towards the North East.

The bigger one seemed to be flying level.

The noise was very loud. I thought it might have been air exercises and then lost interest.

I am sure the time was before 10.50 p.m. as I walked home and listened to the 11 o'clock news from Radio South Africa.

The following morning I told what I had seen to the District Officer, Mr. Garfitt, between 11 and 12 a.m.

On the big aircraft I saw a bright white light shining forwards just like a car headlight. I saw no other lights on the aircraft. On the other aircraft I couldn't remember what lights I saw. I didn't hear anything that sounded like a jet. I know the sounds of jets. I went to bed sometime after 11 p.m.

Signed. T.J. Kankasa.

Timothy Jirirwa Kankasa
i R R R F
has been broken down
for news from the
11 News from the
Kl. 12: 10:00

EVELLEEN MONKS, Matron of Ndola Hospital, STATES:-

Twenty five nurses and sisters nursed Mr. Harry Julian during the 6 days he survived after the air crash on 18th September. I hand you statements from them concerning anything said by Julian in their presence.

Signed. E. Monks. Matron.

90.

During the period I was nursing Mr. Harry Julian he frequently asked for water.

On one occasion he said "I am going to die".

Signed. Harry Gresty.

91.

During the time I nursed Sgt. Harry Julian, he appeared to be either semi conscious or sedated and was unable to carry on any conversation.

Occasionally and very briefly did he ask for a drink, and once he stated that his right leg "hurt".

Signed. R.F. Rendall. S.R.N. S.C.H.

92.

During the two hours which I sat with Sgt. Julian on September 20th from 4 a.m. - 6 a.m. he did not speak at all, he tried to say he wanted to be sick, just before vomiting.

Signed. W.E. Kelyneaux.

93.

This is to state that during the period that I was with Sgt. Harry Julian he asked for water several times and indicated that he had pain in his leg.

Apart from this he said nothing coherent to the best of my recollection.

He was sleeping a fair amount of time that I was there.

Signed. Joan Constantine.

94.

This is to certify that while I was nursing Sergeant Harry Julian in Mola Hospital he made the following remarks -

"Water"

"My leg.

My throat, something in my throat"

"Is the doctor here. I want to speak to the Doctor"

"My head itches"

There may have been other remarks of a similar nature, it is difficult to remember everything that was said a month ago, but the only remarks Sergeant Julian made to me were in connection with his condition.

Signed. P.H. Habgood. S.R.N.

95.

Following a request from Mrs. Hope of Red Cross, I would offer you the following information.

During the periods when I was nursing the late Mr. Harry Julian, he made no references whatsoever to me or to any other person regarding the air disaster. Any speech from him was merely to ask for comfort from any nursing procedures.

Signed. I.A.T. McDonald.

96.

Harry Julian did not speak at all during the time I nursed him on September 4th between 6 p.m. and 10 p.m.

Signed. Phyllis I. Gigsworth. S.R.N. S.C.N.

97.

I would record that during the time that I nursed the late Harry Julian at the Ndola Hospital he made no statement to me.

Signed. E.F. Johnson. S.N.N.

Re. Sgt. Harry Julian, deceased.

98.

At the request of Mrs. R.E. Hope, I nursed the above-named deceased in a voluntary capacity from 4 p.m. to 8 p.m. on Tuesday the 19th September, 1961, at Ndola Hospital.

During that period he was unconscious and did not speak at all.

Signed. L.F. Burke.

99.

This letter is just to state that during my time on duty in helping with the nursing of the late Mr. Harry Julian of the U.N. Security Force, that apart from asking for sips of water, he made no remarks.

Signed. D. Faice

100.

Re. Sgt. Harold Julian.

During the time the above was a patient on the ward, he didn't say anything in my presence, except to ask for his immediate needs.

Signed. Margary C. Bradden. S.R.F. S.C.N.

101

Re. Sgt. Harold Julian.

During the period that the above was a patient in this ward -

- 1) He stated he was Chief Security Officer to United Nations in the Congo.

- 2) That he came from New York
- 3) That his wife and children were in Miami - Florida.
- 4) He also asked for sips of water and to wipe his mouth.

Signed. J.E.A. Flint.

102

Re. Harold Julian

During the time the above was a patient he stated in my presence:-

"I was the only one that got out, all the others were trapped".

"We were on the runway when Mr. Hammarjkoeld said go back, then there was an explosion".

The patient appeared to be in distressed condition when he made these statements.

Signed. Angela McGrath.

103.

Whilst I was on duty nursing Mr. Harry Julian he only asked to rinse his mouth and made no other statement.

Signed. B.B. Miller. S.R.N.

104.

This is to certify that during the period that I nursed Sgt. Harry Julian the only remarks that he passed was to ask for sips of water, to have his leg moved, and complaining of pain in his chest.

Signed. M.A. Cornish. S.R.N.

105.

I record the little that Mr. Julian spoke to me whilst on duty as you requested.

The patient was mostly under sedation, but when he roused he called for water to drink.

In the last hour, an hour before he died, he said to his wife "Honey, take me home. We must get out of here quickly. You will take me home?". His wife reassured him.

Then he seemed to be very anxious and was searching. "Where's the book" he said, after a pause, he called again "the book" and yet again, more agitated, this time "the book". His wife said she had it, and Mr. Julian then relaxed.

This is all that he spoke to me, whilst on duty.

Signed. Myllis B. Phillips.

106.

During the periods I nursed Mr. Harry Julian he commented on the following:-

- 1) That he was the sole survivor of the crash.
- 2) That he came from New York City, his mother lived in Boston, and that his wife and two children lived in Miami, Florida.
- 3) That he was 35 years of age.

Signed. M.C. Lope. S.R.N.

107.

I hereby state that I nursed the late Mr. Harry Julian on Thursday 21st September. During my duty he was at all times fully conscious and said nothing other than requests for his needs and two other utterances.

1. Aircraft overhead caused him to say "Plane - plane". I reassured him that he was safe.
2. The other utterances showed that he was fully aware of the talk in his room and when I was giving a report to my relief, he said several times 'Don't go, don't go'.

Signed. Barbara L. Sims.

I the undersigned was called upon to do a special turn of duty for the late Mr. Harry Julian at the Nicola Hospital on Friday 22nd September, 1961 from 2 - 5 p.m.

During my period of duty I do not think that Mr. Julian was really coherent, but I am under the impression that the following is what he may have said.

- 1) Sparks, sparks in the sky.
- 2) Bob. The same name being repeated some minutes later.

I trust that the foregoing will be of some assistance to you, but I would like to make it quite clear that in my opinion the patient was not completely coherent during the period I was on duty.

Signed. Joan M. Jones.

As requested by you, for the information of Wing Commander Evans, with reference to the case of Sgt. Harold Julian, I have to state:-

I was on duty at Nicola Hospital on Monday 18 September, 1961 from 10 p.m. to 12 o'clock, midnight, as a voluntary helper on the case of Sgt. Julian.

In that time Sgt. Julian did not speak at all, either coherently or incoherently.

Signed. S.J. Dare, S.R.N.

This is to certify that I was on duty at Nicola Hospital between Midnight and 4 a.m. on 22nd September, 1961, specialising Sgt. Harry Julian.

During this period although heavily sedated, he was rational, but very restless. He complained at frequent intervals about his right arm being painful, he made frequent requests for iced water and mouth washes. At approximately 3.30 a.m. he asked where his wife was, having been told the previous evening

that she was on her way to see him. I told him to rest and he would be able to see her as soon as she arrived in the morning.

Signed. F.D. Brockbanks.

111.

I nursed Sgt. Harry Julian on Tuesday September 1961 during the hours 9 a.m. to 12 m.d.

During this period the patient was heavily sedated, he spoke to me very little and during his periods of consciousness he vomited frequently, when he spoke it was to say that he 'felt sick' also to ask me if he was going to get better.

While I was present a Police recording team tried to record an interview and Mr. McFab spoke to him, but as far as I am aware the only reply Sgt. Julian gave was that he was feeling sick.

Signed. I. Gleasing.

DONALD MATTHEW MCNAB, Government Surgeon, Ndola, STATES:-

I have seen the statements alleged to have been made by Harry Julian during the six days he survived an aircrash on 18th September. The statements made on the day of admission to hospital (18th September) are unreliable because he was delirious at that time.

The statements made during the last 24 hours of his life, with regard to "sparks in the sky", may also have no significance as he was then uremic and part of the picture of this disease is spots and flashes of light before the eyes.

I was in charge of the treatment of Harry Julian during the whole period he was in hospital.

Signed, Donald A. McNab.

HENRY CAMERON BRIDGES, Communicator, Salisbury Airport, STATES:-

I came on duty at Salisbury airport on 14/1 W.C. 1 bay at 2200Z on Sunday 17th September. I took over from Mr. Crouch.

As I arrived at the airport early, I was well aware of the flight of two special aircraft carrying VIPs by the time I actually took over the duty. By 2200Z SALLY had already been advised to contact Woola approach.

I finished my duty at 0330Z 18th September.

Signed. H.C. Bridges.

G.D.J. Fourie, Airport Manager, Lusaka, STATES:

It is confirmed that the Air Traffic Control Service at Lusaka Airport was continuously manned by qualified Air Traffic Control Officers from 0345 hours G.T. on the 17th September, 1961 until 0400 hours G.T. on the 18th September, 1961. Thereafter watchkeeping duties within the prescribed hours for this Airport were maintained.

Signed. G. Fourie.

JOHN TURNBULL, Communicator at Salisbury Airport, STATES:-

I was on duty in the ATIS at Salisbury from 2200Z until 0330Z on 17th/18th September, 1961. At about 0105Z Ndola operator came up on the teletypewriter and requested permission to close Tower facilities and maintain a listening watch by aeradio until 0345Z. Although I cannot actually recall going into the I.T.C. where Mr. Thorogood was on duty to give him this information, I feel sure I must have done so, as I would never take it upon myself to accede to Ndola's request especially in view of the fact that an aircraft was missing and knowing full well that in any subsequent inquiry records would be impounded and closely examined.

Signed. J. Turnbull.

MERCID HAWKINS, Air Colonel, Deputy Chief of Air Staff, Royal Rhodesian Air Force, SALISBURY:-

I was made aware during Sunday 17th September of two flights by U.S. aircraft which were to take place that night. Both aircraft were to carry V.I.P.s to Ndola, and I was informed because all "state" aircraft visits are of interest and the R.R.A.F. have major search and rescue responsibilities.

I enquired on Monday 18th September as to the safe arrival of the two aircraft at Ndola and was informed that one, supposedly carrying Mr. Hammarskjold, had been in contact with Ndola and had then apparently made off. I telephoned D.C.A., Lt. Col. Barber, at about 0500Z and enquired as to the aircraft which had not landed. He replied that certain discrepancies existed in the flight information available on this aircraft, and that it was thought to have diverted from Ndola.

R.R.A.F. search and rescue activities in the Ndola area were the responsibility of Sqn. Ldr. J. Kussel.

No R.R.A.F. aircraft flew during the hours of darkness on the night of Sunday 17th September within the Federation of Rhodesia and Nyasaland.

Signed. M. Hawkins.
Air Cmdr.

D.J. APPLETON, S/Insp., Northern Rhodesia Police, STATES:-

During my investigations into the identity of the victims of the air crash which occurred near Ndola on 17th/18th 1961, I have to report that whilst at the mortuary on 21st September, 1961, objects appearing to be either bullets, cartridge cases or pieces of molten metal which might or might not have been related to bullets or cartridge cases were removed from body bearing Police No. 1 and identified as Private Edvard Persson by the Swedish authorities and handed to me. Each individual bullet or object was numbered by me, placed in bottles and these numbers correspond with X-ray plates taken of the body which are now in the possession of the pathologist.

The next day, 22nd September, 1961, I was present when three objects similar to those mentioned above were removed by the pathologist from body bearing Police No. 2 and later identified as being the body of Sgt. Stig Olof Hjelte. All these objects were placed in bottles and these bottles were placed in two separate plastic bags. On 29th September, 1961, these were handed by me to Supt. His of Force Headquarters for examination.

Signed. D.J. Appleton
S/Insp. No. 403

G.B. TOMLSON, A/Insp., Northern Rhodesia Police, STATES:-

On the 18.9.61 I was in charge of Shift C at Mufulira Central Police Station.

At 0345 hrs I received a telephone call from Ndola Information Room reporting that Tsombé's plane was overdue and had Mufulira Central heard anything about a plane crashing over Mufulira district. At 0347 hrs Mr. Lane, the Officer-in-Charge, Mufulira Central Police Station informed.

At 0348 hours A/Insp. Vaughan came into the Inquiry Office and was informed of the above. He reported that at about 0300 he was driving on the Mwakambo Road when he saw a flash in the sky and something dropping in the direction of Ndola.

At 0350 hours, Ndola Central phoned through and asked whether we could send out a patrol car to check the Ndola Road as far as the 21 mile peg.

Mr. Lane and Mr. Chase informed at 0352 hours.

A/Insp. Rees at Mwakambo Post informed and asked to check with Army Sentries posted there.

At 0420 hours Insp. Johnson, Ciderly Officer, informed and A/Insp. Weitz and Vaughan out on patrol of Ndola Road.

A/Insp. Rees reports from Mwakambo at 0426, that sentries heard nothing and that he is going to inform Major Willard.

Insp. Johnson reports that he has phoned Divisional Information and they know nothing about this report. This occurred at 0428 hours.

A/Insp. Rees reports from Mwakambo again at 0440 hours that he has found a sentry who heard a light twin engine aircraft flying over Mwakambo at approx. 2200 hours. Inspector Johnson informed.

At 0510 hours A/Insp. Weitz reported that he found nothing on patrol on Ndola Road. At 0515 hours A/Insp. Vaughan reported that he also has found nothing in Ndola Road area.

At 0555 a patrol car took W/Insp. Smith out to Mokuambo to relieve A/Insp. Rees with instructions to A/Insp. Rees to patrol border to see if anyone saw or heard anything.

At 0555 hours Ndola Information Room still unable to give further information.

A/Insp. Rees into the I.O. at 0711 hours and reports that a S/A Cairns of Diamond Drilling along the border, heard a bang from near Mokuambo at approx 2130 hours on 17.9.61.

At 0714 hours Inspec. Johnson informed.

All the above was put into the Occurrence Book as it was reported. There were no further reports from 0714 hours until 0800 hours when Shift C went off duty.

Signed. G. E. Towlson

1310 A/Insp.

A.J. WENHAM, I./Insp., Northern Rhodesia Police, STATES:-

On Monday 18th September, 1961 at 0740 hours, I paraded for duty on Shift 'A' and was instructed to perform township patrol with Dvr, Const. William per N.R.G. 7574.

At approximately 0945 hours, I was called to the Police Station by Mr. Lane who instructed me on my arrival to patrol up to the 25 mile post from Ndola in search of a missing aircraft and to make as many inquiries into the matter as was possible.

I inquired of the P.W.D. workers on the Ndola Road if they had seen or heard anything that sounded like an aircraft in trouble during the early hours of the morning, and I was informed by E/M Reginald Harris, a road foreman, that the Clerk who works at the Camp heard an explosion the night before.

I interviewed the Clerk concerned who stated that he was woken up by a loud explosion which he said came from about 12 miles the Ndola side of Mufulira.

I patrolled the area both by landrover and on foot. I noticed a bush fire near a Dambo about 10 miles from Mufulira on the right hand side of the road, and I patrolled this area on foot because there was no way for a landrover to pass. The fire stretched about two miles long and one mile broad and was about one mile from the Dambo.

I patrolled the area for about one hour finding nothing and then continued the search along the Ndola road.

I enquired from the owners of the tearooms on the 21 mile post if they had seen or heard anything, but they said they had not.

I also enquired from charcoal burners in the bush if they had seen anything but I was unable to receive any helpful information.

At 1600 hours, I instructed Dvr/Const. William to return to the Station in N.R.G. 7574 whilst I continued the search with some P.W.D. workers.

At 1730 hours I returned to the Police Station with the P.W.D. personnel and I was informed that the aircraft had been found near Nöola, and so I finished the patrol and reported off duty.

Signed. A.J. Wenham.

A/Insp. 1299.

S.C. WEITSZ, A/Insp., Northern Rhodesia Police, STATES:-

On 18.9.61 at about 0345 hours myself and A/Insp. Vaughan were instructed to go out along the Ndola Road as far as the 21 mile peg to check for the aircraft which was missing.

We checked as far as the 21 mile stone but could not see any sign of it. We waited a few minutes at the 21 mile stone and then returned to Mufulira.

The whole trip took us just over an hour.

Signed. S.C. Weitsz. No. 1287

A/Insp.

N.J. VAUGHAN, A/Insp., Northern Rhodesia Police, STATES:-

At about 0345 hours on the 18th September, 1961, I was informed by A/Insp. Towlson that there was an aircraft missing from Ndola Police. A/Insp. Towlson told me to take a landrover with one Constable and travel out on the Ndola Road as far as the 21 mile peg where I was to stop and then return. I went out driving slowly looking on both sides of the road for any signs of an aeroplane crash, but saw nothing. There was nobody on the road at that time, apart from A/Insp. Weitz who was detailed to patrol ahead of me in a Rover, also searching for any signs of a crash. I returned after reaching the 21 mile peg and remaining a few minutes, but saw nothing. On arriving at the Station I reported to A/Insp. Towlson and informed him that I had seen nothing. The whole patrol took approximately just over one hour.

Signed. N.J. Vaughan.

A/Insp. 1434

ANTHONY HUGH CAIRNS, Diamond Driller, Chilangoli-Maple Leaf
Diamond Drilling Camp, STATES:-

I am a diamond driller and I was working at the diamond drilling camp which is situated about 4 miles from the Mokambo Customs Post during the month of September, 1961. I cannot remember the exact date or the day of the week but it was round about the 16th/17th/18th September when one night at about 8 p.m. I was in the camp when I heard a noise which sounded like a shot gun or muzzle loader going off. It was definitely not a rifle shot. It sounded as if it came from the direction of the main Mifulira - Mokambo Road. Our camp was on the right hand side of the main road as travelling towards Mokambo from Mifulira. It sounded as if it was fairly close possibly about $\frac{1}{2}$ a mile away. It sounded as if the shot came from the ground. I connected the noise with someone hunting and in no way did I connect it with an aeroplane. Although I heard aeroplanes flying around during the day I did not hear any aeroplane at the time of the noise. I can definitely say that it was not an explosion in the true sense of the word. The following morning two Police officers from Mifulira visited the camp and asked me if I had heard any explosions as an aeroplane was rumoured to be missing. I told them about this shot and also that I thought that it had been someone hunting. The exact date can be determined from the two Police officers.

Read over and admitted to be correctly recorded.

Signed. A.H. Cairns.

CAPTAIN ROBER DEPPE of Belgian International Air Service STATES:-

At 0500Z on the morning of Sunday 17th September, 1961, I was warned for a flight as Captain of DC4 OO-RIC to carry the U.N. Secretary General and party to an undisclosed destination and told it would be a long flight and to carry plenty of fuel. I took on board sufficient to give me a total of 2,600 U.S. galls, sufficient for about 13 hours flying. At about 0700 I was told to stand down and return to the Guest House; immediately on arrival at the Guest House I was told by telephone to return to Ndjili Airport. I arrived there at about 0800Z and was told the flight was on again and to standby.

I stood by all day until about 1430Z when I was told the destination would be Ndola in Northern Rhodesia. Two passengers arrived and came on board, and I discovered they were Lord Lansdowne and his assistant. I enquired where were the other passengers and Lord Lansdowne told me they would be following later in a DC6. He indicated that the present flight was to take himself and his assistant on a separate mission. He said also that we would stay a short while at Ndola and then continue to Salisbury.

I received no pre-flight briefing other than that the destination was Ndola. I filed a normal IFR flight plan for a direct route to Ndola. This is normal practice in the Congo at the present time. It is most difficult to get any information at all including meteorological and navigation facilities en route.

My first indication of the fact that I was required to fly the next day was when I saw the orders for the 17th September at 1600Z on 16th September. There was no indication of route or destination.

My Company is under charter to Air Congo who in turn sometimes fly for the U.N. at Leopoldville. When flying in the Congo routing and operation of our aircraft is in accordance

with our Company's procedures, and no information other than destination was required from the U.N. for this flight.

Briefing normally supplied by Air Congo for internal flights in the Congo is as satisfactory as can be expected under present conditions.

Engines were started at 1500Z and we took off a few minutes later. I endeavoured to fly via Villa Henrique which gave a slight "dog leg" to the flight. There were no navigational radio aids available to me on this route after leaving Leopoldville and until about 70 miles from Ndola when I received QDM's of 130° as the radio compass indication from Ndola MDB was erratic at this distance.

During this flight I was in radio communication with Leopoldville, Kamina, Elizabethville and Salisbury on 8820 kc/s and a five megs. frequency. I also had no difficulty in contacting Ndola on VHF. The flight was normal in every respect. I had my navigation lights on steady throughout the flight and the anti-collision beacon was also switched on all the time. I carried out the flight at flight level 95. I passed approximately 50 miles to the South of Elizabethville and could see the lights of the town quite distinctly and had no difficulty in picking up the lights of Ndola from about the same distance.

I passed position reports to Kamina and Elizabethville and asked Elizabethville whether they had changed the frequency of their MDB as I could not receive it. They replied they could not give me that information and that no navigational aid facilities were available.

I had landed at Ndola on two previous occasions at night during the Congo air lift last December. I was given clearance for a straight in approach and as I was getting satisfactory bearings from the MDB and could see the airport runway and approach lights quite clearly, I carried out a visual approach and landing. I had no difficulty but did notice that the approach lights were obscured by smoke from a chimney

near the airport for one or two seconds during the final approach, when at about 1000 feet.

I did not notice any moon throughout the flight, it was a dark night and if there was any moon it did not give me any assistance.

I cannot remember the exact QNH passed to me, but it gave me a satisfactory airfield elevation on landing. There are three altimeters, one pilot, one co-pilot and one at navigator's position, they are all set at QNH. This is normal practice in our Company as the altimeter fitted cannot be turned down to QFE at these altitudes.

Before landing at Ndola I was asked for the names of my passengers by the ATOC over the VHF. Lord Lansdowne firstly did not want names given over the radio but finally agreed when Ndola insisted. In fact Lord Lansdowne had told me not to mention names over the radio as Leopoldville, Kamina, Elizabethville and other stations were all on the same frequency and therefore anyone could have got this information. I eventually gave the names to Ndola over VHF as it was likely only Ndola would hear this. This was about 20 minutes before landing.

I did not hear or have radio contact with SE-RDY during this flight, but did hear a conversation in a Scandinavian language with Kamina at about 1800Z. I did not hear any call sign, the only word I understood was "Kamina"; this was on 8820 kc/s. It was someone calling Kamina, I don't even know if Kamina answered.

After landing at Ndola my passengers left the aircraft and I shut down the engines. Sometime later I was asked to move my aircraft to allow parking space for another aircraft. I did not carry out any refuelling at Ndola.

Whilst on the ground and standing outside my aircraft, I heard a four engined aircraft fly overhead. I did not look up, but considered the aircraft to be 1,000 feet or so above the airport. I did not hear any other aircraft at this time.

At about 2230Z my passengers came on board, and I started engines. I taxied out and was told by control not to go onto the runway as another aircraft was expected to land on runway 10. I heard the controller calling SE-BDY continuously on VHF and I tried myself to raise him both on VHF and HF without success. I was then cleared to the holding position for runway 10, and I asked for clearance for a visual take-off and right turn out to climb on track for Salisbury. I was airborne at about 2245Z. I tried to contact SE-BDY again after being airborne both on VHF and HF, again without success. I went over to HF to contact Salisbury but as conditions were not good it was some time before I established good communications with Salisbury F.I.C. My flight to Salisbury was uneventful and I did not see any sign of explosion or fire.

Very soon after take-off Lord Lansdowne came forward to the flight deck and I told him that the Ndola tower had lost contact with SE-BDY and was unable to raise him. I also told him that I had tried to contact the aircraft without success. He asked me to keep in contact with Ndola and Salisbury in case there was any further information.

He asked me what I thought had happened; had he had an accident? I said an accident was always possible, but felt it was more likely that he had gone elsewhere for several reasons. SE-BDY had apparently maintained radio silence during his flight from Leopoldville and I was not surprised therefore when I did not hear him at Ndola.

Question By flying this particular route were you not concerned at the possibility of being attacked by the Fouga or any other Katangese aircraft.

Answer I took this route to keep outside Congolese territory as much as possible for general safety. I have never heard of any aircraft being attacked in the air. In any case I felt it unlikely that the Fouga could operate at night. Further, if there was any danger I would have expected to be told so before leaving Leopoldville.

Signed. R. Deppe

MRS. D.M. KAVANAGH, Nurse, STATES:-

Monday September 18th 12.0 midnight - 4.15 a.m. Sept. 19th

When I relieved the previous sister on duty, Sgt. Julien was under heavy sedation, and only was briefly aware of treatment after which sedation was continued.

Towards 4.0 a.m. it was apparent he was trying to talk, and after taking a little fluid, he stated the following quite positively and clearly (approximate recap.).

"I am Sgt. Harry Julien, Security Officer to UNO. Please inform Leopoldville of crash. Tell my wife and kids I'm alive before the casualty list is published/given. My wife is Maria Julien, and she's in Florida, Miami".

There was a little more in this vein which I cannot with accuracy recall, but at this stage I asked for the Duty Security Police Officer to be called. Meanwhile I asked Sgt. Julien 'Can you remember what happened Harry?' This was repeated by the Police Officer, but it was apparent that Sgt. Julien was not responding to direct questioning, and this was abandoned and sedation given again.

As much as possible of this conversation was then given to the Police Officer to record at the time.

Tuesday Sept. 19th. 12.0 midnight - 4.15 a.m. Sept. 20th

Sgt. Julien was not conscious when I came on duty, though later in the night responded to simple questions on his comfort and wishes made by the M.O., and Ward Night Sister and myself. He also asked "Am I going to make it?" My reply was naturally "Of course you are Harry".

He made brief requests for adjustments to his arms, head, and leg during treatment, but his period of coherent consciousness was very brief - only a moment here and there.

Wednesday Sept. 20th 12.0 midnight - 4.15 a.m. Sept. 21st.

Sgt. Julien's condition had deteriorated from the previous day, and he was still under sedation. He made little efforts for an adjustment to his arms, but I cannot recall any more.

Whilst I appreciate that personal impressions can carry little weight in an investigation of this kind, I would like to add that from the way Sgt. Julien behaved in what must have been a most agonising condition - both physically and mentally - he would have made a supreme effort to give vital information on the crash if he had believed it necessary.

In addition, the manner in which he gave his first statement on Monday night, Sept. 18th, and the sequence of information, i.e. personal identification, information back to H/Q or destination, before his personal request to his wife, recalled to me the 'duty first' reaction of the trained man similar to the type of behaviour under such conditions as I met during my service during the war.

Signed. Doreen Kavanagh

S.P.N.

Major Knut Olov Ljungkvist has stated -

He had served at the Air Operations section at the United Nations Headquarters at Leopoldville. He had begun serving in the Congo as an observer, but when this was no longer required, he had been transferred to Air Operations, which is a planning section for the aviation activities of the UN in the Congo.

On Sunday the 17th September, 1961 Ljungkvist was off duty. He had been on his way to go swimming, in a motor-car provided with a short-wave radio set, when he listened in to a conversation on the radio which, to him, appeared strange. Somebody called "Security" at Leopoldville airport and wanted an aircraft to be cleared for a flight. The voice making the call said that "a party" would start from the airport and fly in a plane subchartered by SABENA and marked OO-RIC. "Security" answered that the party would travel in the SE-EDY. The voice persisted in declaring that what was meant was OO-RIC. "Security" answered that they understood him, but could not help thinking that there must be some mistake. A little later the voice came on the air again and asked whether OO-RIC had been cleared for the flight.

After having listened in to the first conversation Ljungkvist drove to the airport. OO-RIC was standing cleared outside the airport building.

SE-EDY stood where Transair usually kept their aircraft at the airport, about 300 m from OO-RIC. The representatives of the press had obviously heard that the planned flight would be made in OO-RIC and had assembled around that plane. Finally, two white men appeared and quickly embarked in OO-RIC, whereupon the doors were closed and the engines started. OO-RIC took off from the airport at about 4.00 p.m. local time. In the meantime the Transair crew had received urgent orders to come to the airport at once. They had received the order at about 3.15 p.m. and the take-off was to take place at 4.00 p.m. Ljungkvist met the crew at the airport. It was said to be quite impossible to get ready

for take-off by 4.00 p.m., since the preparations would take an hour. Upon arriving at the airport, some of the crew had proceeded to Operations to file their flight plan, etc. The mechanics - Wilhelmsson and Tjernell - opened the doors and hatches of the aircraft, which were provided with padlocks, and carried out a minute ocular examination of the aircraft, in the course of which the wells too were examined. When the crew assembled around the aircraft, they discussed the fuelling situation. Wilhelmsson asked how much fuel they would take, and Hallonquist calculated the consumption on the way down there. After estimating that they would use about 4 tons of fuel, Hallonquist gave orders to take in enough fuel to make the quantity on board reach 10 tons. The flight plan for the flight had been made out in the usual way. When the crew and Ljungkvist met at the aircraft, they discussed the flight plan. They were to fly first to Luluabourg (about halfway to Ndola), and from there they were to continue on the Angola side. From Luluabourg they would fly by dead reckoning, since on that part of the route, there were no navigational facilities. In the course of the conversation Ljungkvist told the crew that the Secretary General, Mr. Hammarskjöld, would fly in the plane.

"Mr. Hammarskjöld and party" arrived at the airport in cars and drove up to SE-RDY, not by the main gate to the apron, but by another one. Hammarskjöld greeted the crew and embarked in the plane with the others. Two Swedish soldiers embarked also. They were armed with machine guns with bayonets and carried additional ammunition in their belts. As regard the arms carried by the Swedish soldiers, Ljungkvist refers to Major Nilen at Strangnas. Major Ljungkvist believes that Mr. Ranallo carried a gun in his holster and probably a second gun. Mr. Julian, the body-guard, probably carried two guns. Ljungkvist does not believe that any other arms were carried on board. He does not believe that the

crew possessed any arms. The question of arming the crew had been discussed some time previously. The crew had wanted to be allowed to carry arms; but their request had been refused. Ljungkvist is of the opinion that he would have been informed if, in spite of this, the crew had provided themselves with arms.

The plane did not carry any freight. The two Swedish soldiers had a kit-bag plus equipment each. These were stowed away in the cargo compartment at the rear. The others had hand luggage only, which was taken into the cabin.

After the main cabin entrance of the aircraft had been closed, Ljungkvist had paid a short visit to the plane, entering it by the "flight deck" entrance. At that moment Hallonquist occupied the commander's seat, and Captain Ahreus sat in the co-pilots seat. Litton declared that he was sleepy and would go and lie down. He was the only one who had not had enough sleep, owing to having flown on the previous day. When Ljungkvist left the plane, Ensign Rosen sat in his place at the navigator's station and was engaged in checking the radio installation. As far as Ljungkvist knew, Rosen had not flown in the SE-BDY before.

The representatives of the press, who had been concentrating their attention on OO-RIC, did not reach SE-BDY until after the entrance door had been closed. They asked who had embarked in the plane, but were told that one did not know.

SE-BDY took off at about 4.30 - 5.00 p.m. local time. OO-RIC had taken off about half an hour earlier. According to Ljungkvist, both the OO-RIC flight and the Radio conversation mentioned above were to be regarded as a manoeuvre to create a diversion.

On the previous day, SE-BDY had made a passenger flight to Elisabethville with General Mac Eion in which, of the pilots, only Ahreus and Litton had taken part. Hallonquist had been at the airport, before the aircraft took off but had not taken part in the flight. During that flight, the plane had been

Handwritten notes:
J.P.
M. J. J.
L. J. J.
H. J. J.

fired at when it took off from Elisabethville, and a bullet had penetrated the engine cowling of engine 2, passed through the exhaust pipe and disappeared. The engine which had been hit did not have to be stopped on account of the damage. At take-off from Elisabethville on the previous evening, tracer bullets had been observed around the plane. Upon returning to base, the aircraft had been very closely examined and repaired. This examination had been completed by 2.00 p.m. on the Sunday. Ljungkvist had then asked the mechanics whether they were sure that there were no more holes in the aircraft. They had said they were quite sure on this account.

Ljungkvist points out that the maintenance work on SE-BDY was carried out very scrupulously. Above all, strict control was being kept on possible oil leakages. Previous to the flight now in question, SE-BDY had been in the Congo for about a month, Ljungkvist had been inside the plane several times and had also flown in it. He had thus been able to form an opinion of the crew and the plane.

Every flight made by SE-BDY was extremely carefully planned. In order to point to Hallonquist's knowledge of the elevations at the different airports, Ljungkvist said that when he had been at Elisabethville with SE-BDY about a week before the flight now in question, he had met Hallonquist and another Swedish UN-officer called Major Andren; in the course of the conversation Hallonquist had said he thought it quite unnecessary that the tower should remind the aircraft of the airport elevation and of water injection on the final approach, etc. Captain Hallonquist regarded this as pure routine for an experienced pilot.

As regards mounting guard on board the aircraft during flights, Ljungkvist said there had been no guards on board on the occasions when he had flown in it. Guards had been added later on, when one of the Swedish units at Leopoldville had detailed a group of 20 - 25 men for this purpose.

The Congolese Airport Administration, Mr. Bundebele, is responsible for guarding Leopoldville airport. There is, however, no personnel at his disposal. The airport is surrounded by an enclosure, but since the entrance gates are open, and since a number of the entrances are unguarded, anybody can get into the airport, also by car. No guard had been mounted at SE-BDY; the possibility that somebody may have approached the plane before the crew arrived at the airport cannot, therefore, be excluded.

As regards Katanga's training fighter of type Fouga Magister Ljungkvist stated that, in addition to two machine guns, it was provided with racks for two rockets. It was said that the fighter was not equipped for flying by night, but somebody had told Ljungkvist that, on one occasion, the plane had appeared at Kamina at 8.40 p.m. According to its endurance, it would, on starting from Kolwezi, The plane was based on Kolwezi, have been able to operate in the Ndola region for 15 minutes at most. As regards other military activities in Katanga, Ljungkvist said that the Belgians had destroyed the aircraft of type SK 16 which were to be found there, when they left the country. Ljungkvist had not heard it said that any aircraft of that type in a serviceable condition had remained. This type of aircraft can be operated from most aerodromes within the region. Ljungkvist referred to Captain Gyllensward of the Air Force Staff for further particulars regarding these aircraft.

As regards civil aviation in the Congo, Ljungkvist stated that, for their flights, the UN - in addition to Transair - mostly apply to Panama Aerovias and to Interocean. The flights operated by SABENA are mostly subcharters from Liberty, Continentale and Starways. The standard of the different airlines varies a great deal. Transair's aircraft have the best standard. There is a possibility of making ICAC carry out an inspection of the aircraft in the Congo, but, owing to the special conditions prevailing in the Congo, this has not been done. The crews are of different nationalities. Interocean mainly employ United States pilots. This company also employs Swedish pilots. The crews of Panama Aerovias are heterogeneous and consist of citizens of North and South America of different nationalities.

The companies have a guaranteed flight time of 75 hours per month and per plane. Formerly the aircraft were used a great deal, but since communications by road have improved, they have been used more sparingly. Of the approximately 20 chartered aircraft which the UN use in the Congo, every aircraft flies from 150 to 180 hours per month sometimes less.

In the course of a telephone call addressed to Mr. Larsson on October 20th, Major Ljungkvist wished to add the following to his statement: during his stay at Leopoldville, Ljungkvist had, on some occasions, been told by Hallonquist that BE-HDY carried a number of large parachute flares, which had been part of the aircraft's equipment when it was delivered from the United States.

Taken in the presence of:

Mr. E. Ljungh, Inspector General, Chairman.

Mr. B.C. Larsson, Assistant Inspector
General.

Mr. C.O. Carnock, Acting First Secretary.

DON L. ELY, U.S. Naval Attache and Naval Attache for Air, Pretoria, STATES:-

At approximately 1150Z hours, Saturday 16 September, 1961, United States Navy Aircraft R4D-6 (C-47) Number 17269, assigned to the United States Naval Attache and United States Naval Attache for Air, Pretoria, Republic of South Africa, landed at Ndola, Northern Rhodesia.

U.S. Navy Aircraft R4D-6 (C-47) Number 17269 was parked at Ndola Airport from approximately 1150Z hours, 16 September 1961 until approximately 0830Z hours (plus or minus $\frac{1}{2}$ hour) Monday 18 September 1961, when a radio check was made with Ndola tower during a routine pre-flight and ground run-up check. No other stations were contacted at this time. The next transmission from this aircraft was at approximately 0645Z hours, Tuesday 19th October, 1961 and was to Ndola tower for taxi instructions.

I had no knowledge of the plans for DC-6/S3-BDY aircraft, and my aircraft was never in contact with this aircraft during its last flight.

As pilot of U.S. Navy 17269, I certify that to the best of my knowledge all statements made in this letter are true.

Signed Don L. Ely.